

APPENDIX C

Early Coordination



June 26, 2020

Re: Early Coordination
Des. No. 1600701
SR 149 and Robbins Rd. (CR 875) Intersection Improvement, Porter County, Indiana

To Whom It May Concern:

The Indiana Department of Transportation (INDOT) and Federal highway Administration (FHWA) intend to proceed with a project involving the aforementioned intersection in Porter County. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

The project is located at the intersection of SR 149 and CR 875, locally known as Robbins Rd. in north central Porter County, 2.88 miles southeast of the City of Portage. This section of SR 149 is an Other Principal Arterial, and Robbins Rd. is a Major Collector. The existing intersection is stop-controlled along Robbins Rd., and free-flow going north/south along SR 149. The current intersection is experiencing mainline crashes due to lack of left-turn lanes and the minor road has difficulty pulling out across SR 149 due to poor sight distance to the north, resulting in crashes.

The proposed scope of work for the project is to provide left-turn lanes along SR 149 and to increase sight distance by changing the vertical alignment of SR 149 near the intersection, thereby meeting sight distance requirements. SR 149 will be reconstructed within the project limits. Grading must occur outside the roadway shoulder to ensure proper slopes are achieved prior to tie-ins to existing grades. Drainage culverts beneath the Robbins Rd. approaches, beneath SR 149, and beneath existing driveways and field access drives will be replaced.

Between 1.0 and 2.0 acres of new permanent right-of-way are anticipated, all of which will be acquired from within the "Environmental Review Area" illustrated in Exhibit 3. The maintenance of traffic plan has yet to be completed, but to the amount of earthwork on this project will likely require a full closure of the intersection. Construction is anticipated to begin in Spring, 2022.

Land use in the vicinity of the project area is primarily farmland, with a residential property located on the intersection's southwest corner. A Red Flag Investigation was performed by Troyer Group and located no significant items of concern. A Regulated Waters Delineation was completed in March 2020, and has preliminarily identified a series of roadside ditches, none of which displayed characteristics that would result in them being classified as jurisdictional features. Ditches will require re-grading as part of the proposed improvements, but it is not anticipated that permits will be necessary for this work.

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550 Union St. | Mishawaka, IN 46544 | p 574.259.9976 | www.troyergroup.com

June 26, 2020

This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately. The Troyer Group is investigating areas of additional right-of-way for archaeological and historic resources for Section 106 compliance. The results of this investigation will be forwarded to the State Preservation office (SHPO) for review and concurrence.

Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact C.J. Cunningham at The Troyer Group by emailing cjc@troyergroup.com or calling 574-259-9976 ex. 5006, or INDOT project manager Michael Grylewicz at MGrylewicz@indot.IN.gov. Thank you in advance for your input.

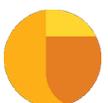
Sincerely,



C.J. Cunningham
Manager - Environmental Services
The Troyer Group

Attachments: Exhibit 1 - Project Location Map
Exhibit 2 - USGS Map
Exhibit 3 - Project Area Aerial with Photo Orientation
Project Area Photos

cc: Indiana Geological Survey, Environmental Geology Section
National Park Service, Midwest Regional Office
Federal Highway Administration
Indiana Department of Natural Resources, Division of Fish and Wildlife
US Department of Housing & Urban Development, Chicago Regional Office
Indiana Department of Transportation, Public Involvement Office
U.S. Fish and Wildlife Service, Northern Indiana Sub-Office
Department of the Army, Chicago District, Corps of Engineers
National Park Service
US Department of Agriculture, National Resources Conservation Service
Northwestern Indiana Regional Planning Commission
INDOT, LaPorte District Office, Environmental Section Manager
Porter County Surveyor
Porter County Council
Porter County Commissioners
Porter County Director of Stormwater Management
Porter County Engineering





INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

June 26, 2020

TO: Rich Hudson, MS4 Coordinator
Porter County
155 Indiana Ave, Suite 311
Valparaiso, IN 46383

FROM: C.J. Cunningham
Troyer Group (on behalf of INDOT LaPorte District)
550 Union Street
Mishawaka, IN 46544

RE: Early Notification
INDOT DES Number: 1600701
Location: SR 149 at Robbins Rd. (CR 875)
Description: Intersection Improvement

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with the above project. You are being notified because this project lies within an Urbanized Area Boundary (UAB). In accordance with 327 IAC 15-13 (Rule 13 - Municipal Separate Storm Sewer Systems), INDOT has developed a Storm Water Quality Management Plan (SWQMP).

As part of its implementation, projects falling within the UAB will be required to consider appropriate post construction storm water quality best management practices (BMPs). These BMPs should take into consideration the available space, pollutants of concern and receiving waters.

This letter is for notification purposes only, and no action is required by you; however, if you would like to provide your input on water quality concerns, please provide this information **within thirty (30) calendar days** from the date of this letter to the undersigned. Should we not receive your response within the specified timeframe, it will be assumed that your agency does not have additional concerns about water quality issues resulting from the proposed project. Should you find that an extension to the response time is necessary, a reasonable amount of time may be granted upon request. If you have any questions regarding this matter, please feel free to contact C.J. Cunningham of the Troyer Group, at (574) 259-9976 or cjc@troyergroup.com. Thank you in advance for your attention to this matter.

Sincerely,

C.J. Cunningham, Manager – Environmental Services
Troyer Group



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

June 15, 2021

Re: Early Coordination Addendum – Investigation Area Extension
Des. No. 1600701
SR 149 at Robbins Rd. Intersection Improvement, Porter County, Indiana

To Whom It May Concern:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a project involving the aforementioned intersection in Lake County. Previously, an early coordination letter was distributed on June 26, 2020. Since the distribution of this letter, the project scope has been changed.

The previous early coordination letter included graphics that had the northern terminus of the project area located approximately 150 ft. south of the SR 149 bridge over Salt Creek. As the project design was further developed, improvements outside of the original investigation area up to the south bank of Salt Creek were determined to be necessary. These improvements will include slope regrading, tree clearing, and the placement of riprap along the bank of Salt Creek. Field investigation and a revised Waters of the U.S. Report covering this expanded investigation area will be completed by Cardno, Inc.

The project was determined by INDOT CRO to meet the criteria of the Minor Projects Programmatic Agreement category B-3 on June 19, 2020. The project scope modifications introduced in this letter will be evaluated against the approved determination and re-assessed as necessary.

We are requesting comments from your area of expertise regarding any possible environmental effects associated with this change. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts. Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project modification. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact James Landry at The Troyer Group by emailing jlandry@troyergroup.com or calling 256-633-0283 or INDOT project manager Michael Grylewicz at MGrylewicz@indot.IN.gov. Thank you in advance for your input.

Sincerely,

James Landry
Manager - Environmental Services
The Troyer Group

Attachments: Exhibit 1 – Project Location Map
Exhibit 2 – USGS Map
Exhibit 3 - Photo Orientation Map
Project Area Photos

cc: Federal Highway Administration
Indiana Department of Natural Resources, Division of Fish and Wildlife
U.S. Fish and Wildlife Service, Northern Indiana Sub-Office
Department of the Army, Chicago District, Corps of Engineers
Northwestern Indiana Regional Planning Commission
INDOT, LaPorte District Office, Environmental Coordinator
US Department of Agriculture, National Resources Conservation Service
Porter County Surveyor
Porter County Director of Stormwater Management
Porter County Plan Commission, Executive Director

From: [McCloskey, Elizabeth](#)
To: [CJ Cunningham](#)
Subject: Re: [EXTERNAL] Early Coordination, INDOT Des. No. 1600701, SR 149 at Robbins Rd (CR 875) Intersection Improvement
Date: Monday, June 29, 2020 10:55:56 AM

Good morning, because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the U.S. Fish and Wildlife Service will not be providing a comment letter.

Elizabeth McCloskey
U.S. Fish and Wildlife Service
Northern Indiana Suboffice
Ecological Services
Chesterton, Indiana

Organization and Project Information

Project ID:
Des. ID: 1600701
Project Title: SR 149 at Robbins Rd. Int. Improvement
Name of Organization: The Troyer Group
Requested by: CJ Cunningham

Environmental Assessment Report

1. Geological Hazards:
 - High liquefaction potential
 - Floodway
2. Mineral Resources:
 - Bedrock Resource: Moderate Potential
 - Sand and Gravel Resource: Low Potential
3. Active or abandoned mineral resources extraction sites:
 - None documented in the area

*All map layers from Indiana Map (maps.indiana.edu)

DISCLAIMER:

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

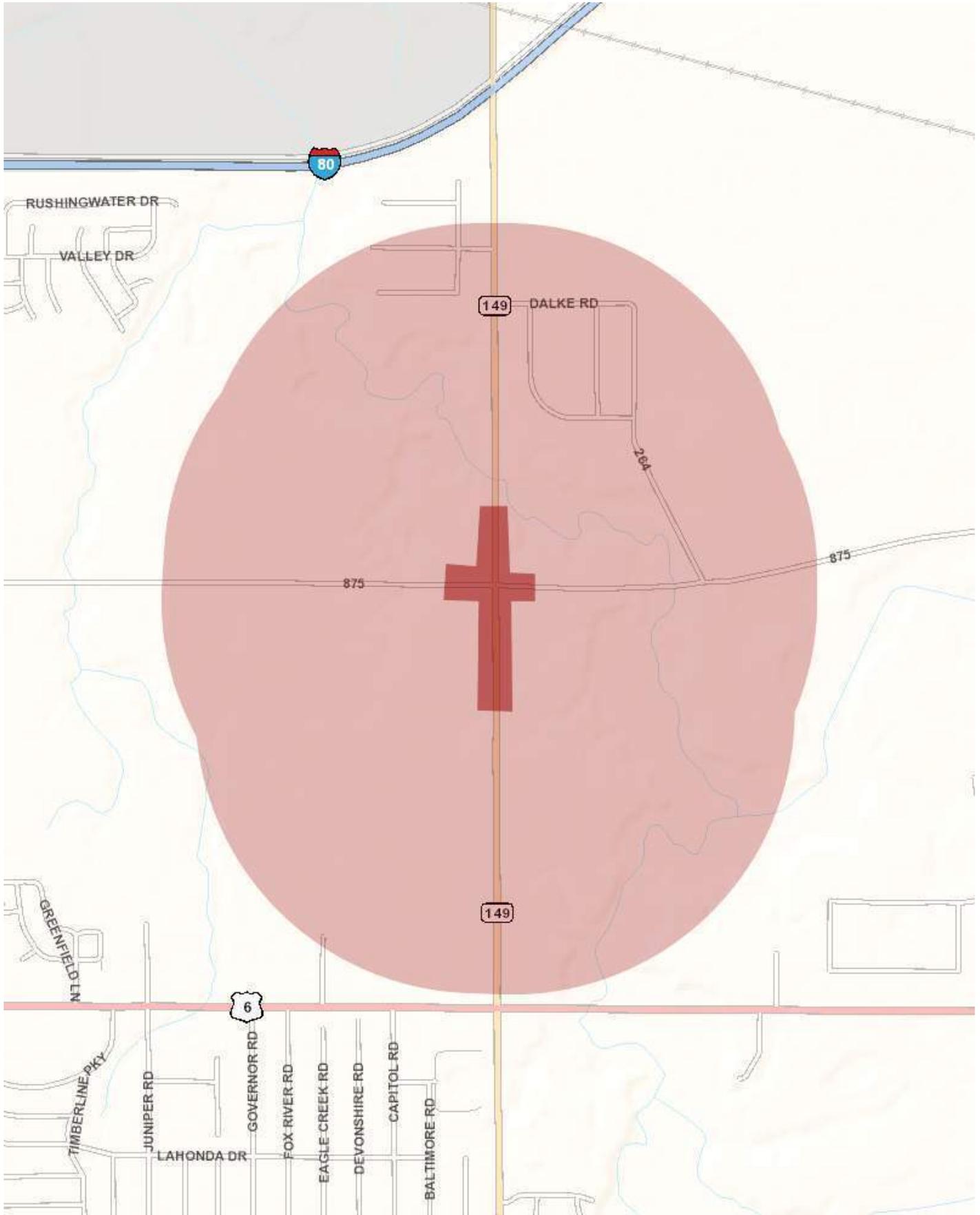
This information was furnished by Indiana Geological Survey

Address: 420 N. Walnut St., Bloomington, IN 47404

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: July 07, 2020



Metadata:

- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html
- https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 North Senate Avenue - Indianapolis, IN 46204
(800) 451-6027 - (317) 232-8603 - www.idem.IN.gov

Indiana Dept. of Transportation
Michael Grylewicz
555 Michigan Ave
Suite 203
LaPorte , IN 46350
Date: July 8, 2020

The Troyer Group
CJ Cunningham
550 Union St.
Mishawaka , IN 46544

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: INDOT Des.1600701 ; SR 149 at Robbins Rd. (CR 875) Intersection Improvement

The proposed scope of work for the project is to provide left-turn lanes along SR 149. Sight distance to the north will also be increased by changing the vertical alignment of SR 149 near the intersection, thereby meeting sight distance requirements. SR 149 will be reconstructed within the project limits. Grading must occur outside the roadway shoulder to ensure proper slopes are achieved prior to tie-ins to existing grades. Drainage culverts beneath the Robbins Rd. approaches, beneath SR 149, and beneath existing driveways and field access drives will be replaced.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm> (<http://www.in.gov/idem/5283.htm>).

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are

disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm> (<http://www.in.gov/idem/4396.htm>). IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana. A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the following statutes:
 - o IC 14-26-2 Lakes Preservation Act 312 IAC 11
 - o IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
 - o IC 14-28-1 Flood Control Act 310 IAC 6-1
 - o IC 14-29-1 Navigable Waterways Act 312 IAC 6
 - o IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6

- o IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm> (<http://www.in.gov/dnr/water/9451.htm>) . Contact the DNR Division of Water at 317-232-4160 for further information.

The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
 - o <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq> (<http://www.in.gov/idem/4917.htm#constreq>)), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150> [PDF] (<http://www.in.gov/legislative/iac/T03270/A00150.PDF>), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html> (<http://www.in.gov/isda/soil/contacts/map.html>)).

Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm> (<http://www.in.gov/idem/4900.htm>).

If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (<http://www.in.gov/idem/4148.htm> (<http://www.in.gov/idem/4148.htm>)) under specific conditions. You also can seek an open burning variance from IDEM.

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>).

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation

of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf (http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf.) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit:

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm> (<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

However, in all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf> (<http://www.in.gov/icpr/webfile/formsdiv/44593.pdf>).

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit:

<http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule

(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>
(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).

6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

FINAL REMARKS

Should you need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that you notify all adjoining property owners and/or occupants within ten days your submittal of each permit application. However, if you are seeking multiple permits, you can still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that it is the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm> (<http://www.in.gov/idem/5284.htm>), is used.

Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

Project Description

The proposed scope of work for the project is to provide left-turn lanes along SR 149. Sight distance to the north will also be increased by changing the vertical alignment of SR 149 near the intersection, thereby meeting sight distance requirements. SR 149 will be reconstructed within the project limits. Grading must occur outside the roadway shoulder to ensure proper slopes are achieved prior to tie-ins to existing grades. Drainage culverts beneath the Robbins Rd. approaches, beneath SR 149, and beneath existing driveways and field access drives will be replaced.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: 7/8/2020

Signature of the INDOT
Project Engineer or Other Responsible Agent *Michael Grylewicz*

Michael Grylewicz

Date: July 8 , 2020

Signature of the
For Hire Consultant *CJ. Cunningham*

CJ Cunningham

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR #: ER-22763

Request Received: June 26, 2020

Requestor: The Troyer Group Inc.
CJ Cunningham
550 Union Street
Mishawaka, IN 46544-2340

Project: SR 149 and Robbins Road (CR 875 North) intersection improvement with vertical sight correction and added turn lanes, 2.88 miles southeast of Portage; Des #1600701

County/Site info: Porter

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

*NOTE: This project is within the Lake Michigan Coastal Program's boundary; therefore, it may be subject to Federal Consistency (FC) review. Please go to <http://www.in.gov/dnr/lakemich/files/20070214-IR-312070085NRA.xml.pdf> (Section III, pages 8-16) to see the federal activities that require a project to go through the FC process which is outlined at <http://www.in.gov/dnr/lakemich/6041.htm>.

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of Salt Creek. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

Natural Heritage Database: The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Fish & Wildlife Comments: We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation guidelines (and plant lists) can be found online at: <http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion.
2. Do not excavate in the waterway and minimize disturbance to bank vegetation and contain disturbance to within the project limits.
3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. Do not excavate or place fill in any riparian wetland.

Contact Staff:

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

Christie L. Stanifer

Date: July 24, 2020

Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

July 13, 2020

C. J. Cunningham
The Troyer Group
550 Union Street
Mishawaka, Indiana 46544

Dear Mr. Cunningham:

The proposed project to make intersection improvements at State Road 149 and Robbins Road in Porter County, Indiana, (Des No 1600701) as referred to in your letter received June 26, 2020, will cause a conversion of prime farmland.

The attached packet of information is for your use competing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

RICK NEILSON
State Soil Scientist

Enclosures





United States Department of Agriculture

Natural Resources Conservation Service
Indiana State Office
6013 Lakeside Boulevard
Indianapolis, IN 46278
317-290-3200

June 23, 2021

James Landry
The Troyer Group
550 Union Street
Mishawaka, Indiana 46544

Dear Mr. Landry:

The proposed project to make intersection improvements at State Road 149 and Robbins Road in Porter County, Indiana (Des No 1600701), as referred to in your letter received June 15, 2021, will cause a conversion of prime farmland.

The attached packet of information is for your use completing Parts VI and VII of the AD-1106. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

RICK NEILSON
State Soil Scientist

Enclosures

Helping People Help the Land.



USDA is an equal opportunity provider and employer.

Site A: No Build Site B: ROW will be revised to 2.93 ac

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request				
Name of Project DES1600701_SR149_Robbins Road (CF		Federal Agency Involved FWHA				
Proposed Land Use Transportation (Turn Lane/drainage)		County and State Porter, Indiana				
PART II (To be completed by NRCS)		Date Request Received By NRCS 6/15/2021		Person Completing Form: JRA		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Acres Irrigated 275 ac		
Major Crop(s) Corn		Farmable Land In Govt. Jurisdiction Acres: 234883% 88		Amount of Farmland As Defined in FPPA Acres: 20715% 77		
Name of Land Evaluation System Used LESA		Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS 6/23/2021		
PART III (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly		0.0	2.93			
B. Total Acres To Be Converted Indirectly		0.0	0.0			
C. Total Acres In Site		0.0	2.93			
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland		2.17				
B. Total Acres Statewide Important or Local Important Farmland		0.00				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<0.001				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		63				
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		79				
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use		(15)		7		
2. Perimeter In Non-urban Use		(10)		10		
3. Percent Of Site Being Farmed		(20)		7		
4. Protection Provided By State and Local Government		(20)		0		
5. Distance From Urban Built-up Area		(15)		5		
6. Distance To Urban Support Services		(15)		5		
7. Size Of Present Farm Unit Compared To Average		(10)		0		
8. Creation Of Non-farmable Farmland		(10)		0		
9. Availability Of Farm Support Services		(5)		4		
10. On-Farm Investments		(20)		10		
11. Effects Of Conversion On Farm Support Services		(10)		0		
12. Compatibility With Existing Agricultural Use		(10)		0		
TOTAL SITE ASSESSMENT POINTS		160	0	48	0	0
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	0	79	0	0
Total Site Assessment (From Part VI above or local site assessment)		160	0	48	0	0
TOTAL POINTS (Total of above 2 lines)		260	0	127	0	0
Site Selected: Site B		Date Of Selection 8/20/2021		Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		
Reason For Selection: Site A represents the "No-build" alternative, and would not meet the project's purpose and need.						
Name of Federal agency representative completing this form:					Date:	

(See Instructions on reverse side)

Form AD-1006 (03-02)



United States Department of the Interior Fish and Wildlife Service



Indiana Field Office (ES)
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

July 19, 2021

Mr. James Landry
The Troyer Group
c/o Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

Project No.: Des. 1600701
Project: SR 149 at Robbins Road and Salt Creek
Location: South Haven, Porter County

Dear Mr. Landry:

This responds to your letter dated June 15, 2021, requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The proposed project consists of the reconstruction/improvement of the SR 149 intersection with Robbins Road, with work extending north along SR 149 to the south bank of Salt Creek. Slope regrading, tree clearing, and placement of riprap will occur along the south bank of the creek at the bridge. A wetlands/wates investigation has not yet been completed at the bridge, but some riparian trees in the southeast and southwest quadrants may need to be removed.

The Salt Creek corridor provides valuable habitat for wildlife, and the creek is a salmonid stream. Therefore, we request that the loss of riparian trees be mitigated as close to the project impact site as possible, preferably along the river or a nearby tributary. We support the woodland mitigation guidelines of the Indiana Department of Natural Resources contained in their Information Bulletin #17 (<http://www.in.gov/legislative/iac/20200527-IR-312200284NRA.xml.pdf>) which states that the mitigation ratio for non-wetland floodway forest

losses of more than 1 acre is to be 2:1 (2 acres replanted for every acre destroyed), planted as close to the impact site as possible; loss of less than an acre is to be mitigated at a 1:1 ratio or 5 trees for each lost tree of 10 inches dbh or greater. If any of the woodland that would be removed is forested wetland, the mitigation ratio is 4:1. This tree replacement requirement is not related to any possible mitigation needed for potential impact to the Indiana bat or northern long-eared bat under the range-wide programmatic informal consultation process.

ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (*Myotis sodalis*) and the threatened northern long-eared bat (*Myotis septentrionalis*). The impacts to the 2 bat species will be evaluated utilizing the Section 7 Range-wide Programmatic Consultation process.

We appreciate the opportunity to comment on this proposed project. For further discussion, please contact Elizabeth McCloskey at elizabeth_mccloskey@fws.gov.

Sincerely yours,

/s/ *Elizabeth S. McCloskey*

for Scott E. Pruitt
Supervisor

Sent via email July 19, 2021; no hard copy to follow.

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR #: ER-22763-1

Request Received: June 16, 2021

Requestor: The Troyer Group Inc.
James Landry
3930 Edison Lakes Parkway
Mishawaka, IN 46545

Project: SR 149 and Robbins Road (CR 875 North) intersection improvement with vertical sight correction and added turn lanes, 2.88 miles southeast of Portage; Des #1600701: slope regrading, tree clearing, and riprap placement on the south bank of Salt Creek added

County/Site info: Porter

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment: This proposal will require the formal approval for construction in a floodway under the Flood Control Act, IC 14-28-1. Please submit a copy of this letter with the permit application.

Natural Heritage Database: The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Fish & Wildlife Comments: All of the recommendations in our previous letter dated July 24, 2020 still apply. However, we offer the following additional recommendations:

1) Bank Stabilization:

Establishing vegetation along the banks is critical for stabilization and erosion control. In addition to vegetation, some other form of bank stabilization may be needed. While hard armoring alone (e.g. riprap or glacial stone) may be needed in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection and help reduce impacts upon fish and wildlife. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>.

Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions.

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

2) Wetland Habitat:

Due to the presence or potential presence of wetland habitat on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
2. Do not work in the waterway from March 15 through June 15 and from July 15 through November 30 without the prior written approval of the Division of Fish and Wildlife.
3. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
4. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
5. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
6. Do not use broken concrete as riprap.
7. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
8. Minimize the movement of resuspended bottom sediment from the immediate project area.
9. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.
10. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

Contact Staff:

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

Christie L. Stanifer

Date: July 16, 2021

Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

October 11, 2021

Consultation Code: 03E12000-2020-SLI-2244

Event Code: 03E12000-2022-E-00239

Project Name: Des. No. 1600701 - SR 149 at Robbins Rd, Turn Lane Additions, Porter County

Subject: Updated list of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service’s Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

Project Summary

Consultation Code: 03E12000-2020-SLI-2244
Event Code: Some(03E12000-2022-E-00239)
Project Name: Des. No. 1600701 - SR 149 at Robbins Rd, Turn Lane Additions, Porter County
Project Type: TRANSPORTATION
Project Description: The project is located In Porter County, along SR 149 at the intersection with Robbins Rd. (CR 875), 0.75 mile north of US 6, Sections 20 and 21, T-36-N, Portage and Liberty Townships, within the Chesterton and Portage Quadrangles. The existing intersection is a busy two-lane Urban (Suburban) Arterial. The project length is 0.35 mile.

The scope of the project is to widen SR 149 to provide a 12 ft wide left-turn lane at mainline intersection approaches, which will provide deceleration length and storage refuge for left turning traffic while decreasing the chances for rear end collisions. The project scope will also include improving the sight distance to the north by modifying the vertical grade on the mainline and approach roadways to meet Intersection Sight Distance criteria.

The project area is within 1000 ft. of suitable summer bat habitat. A review of the USFWS database that was performed by INDOT on 5/29/2020 did not indicate the presence of endangered bat species within 0.5 mile of the project area. The database was re-checked on 9/7/2021 to incorporate an expansion to the project area, with the same result.

Excavation work will be necessary for grading associated with the new turn lane, adjustment of the vertical alignment, and construction of realigned roadside drainage swales. Maximum depth of excavation will be approximately 6-8 feet. Approximately 85 individual trees, or roughly 7.65 acres using the USFWS conversion factor of 0.09 acre/tree, are expected to be cleared for this project. This project is anticipated to require 3 acres of new permanent right-of-way, along with roughly 0.5 acre of temporary right-of-way for re-grading.

There are two large structures and seven un-numbered maintenance pipes located within the project area. The first large structure is the SR 149 bridge over Salt Creek (Structure No. 149-64-03978 B) that makes up the northern boundary of the project area. No work will occur on the structure itself, but riprap will be placed adjacent to the bridge, outside the guardrail for the southern approach, to create side slopes with the proper level of incline. This bridge was inspected by INDOT in November 2019, and no evidence of bat presence was discovered. A commitment to perform a new inspection in the 2022 bat nesting season will be included

in the NEPA document. Additionally, a culvert structure at the southern end of the project area (CV 149-064-4.44) will be replaced. This culvert was inspected by Troyer Group on October 5, 2020, and no evidence of bat presence was discovered. The maintenance pipes will be rehabilitated as necessary. These structures were inspected by Troyer Group on May 1, 2020 and no evidence of bat presence was discovered.

Construction for the project is anticipated to occur during the spring of 2023. No permanent lighting will be added or replaced as part of the project. If temporary lighting is necessary to construct the project and is approved to be used, then the lighting shall be directed down and away from potential bat habitat. No pedestrian facilities such as curb ramps or sidewalks will be replaced. Guardrail replacement is anticipated with this project. No structure work is associated with this project.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.560968,-87.12403457760664,14z>



Counties: Porter County, Indiana

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

October 18, 2021

Consultation code: 03E12000-2020-I-2244

Event Code: 03E12000-2022-E-00513

Project Name: Des. No. 1600701 - SR 149 at Robbins Rd, Turn Lane Additions, Porter County

Subject: Concurrence verification letter for the 'Des. No. 1600701 - SR 149 at Robbins Rd, Turn Lane Additions, Porter County' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des. No. 1600701 - SR 149 at Robbins Rd, Turn Lane Additions, Porter County** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Candidate

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

Des. No. 1600701 - SR 149 at Robbins Rd, Turn Lane Additions, Porter County

Description

The project is located In Porter County, along SR 149 at the intersection with Robbins Rd. (CR 875), 0.75 mile north of US 6, Sections 20 and 21, T-36-N, Portage and Liberty Townships, within the Chesterton and Portage Quadrangles. The existing intersection is a busy two-lane Urban (Suburban) Arterial. The project length is 0.35 mile.

The scope of the project is to widen SR 149 to provide a 12 ft wide left-turn lane at mainline intersection approaches, which will provide deceleration length and storage refuge for left turning traffic while decreasing the chances for rear end collisions. The project scope will also include improving the sight distance to the north by modifying the vertical grade on the mainline and approach roadways to meet Intersection Sight Distance criteria.

The project area is within 1000 ft. of suitable summer bat habitat. A review of the USFWS database that was performed by INDOT on 5/29/2020 did not indicate the presence of endangered bat species within 0.5 mile of the project area. The database was re-checked on 9/7/2021 to incorporate an expansion to the project area, with the same result.

Excavation work will be necessary for grading associated with the new turn lane, adjustment of the vertical alignment, and construction of realigned roadside drainage swales. Maximum depth of excavation will be approximately 6-8 feet. Approximately 85 individual trees, or roughly 7.65 acres using the USFWS conversion factor of 0.09 acre/tree, are expected to be cleared for this project. This project is anticipated to require 3 acres of new permanent right-of-way, along with roughly 0.5 acre of temporary right-of-way for re-grading.

There are two large structures and seven un-numbered maintenance pipes located within the project area. The first large structure is the SR 149 bridge over Salt Creek (Structure No. 149-64-03978 B) that makes up the northern boundary of the project area. No work will occur on the structure itself, but riprap will be placed adjacent to the bridge, outside the guardrail for the southern approach, to create side slopes with the proper level of incline. This bridge was inspected by INDOT in November 2019, and no evidence of bat presence was discovered. A commitment to perform a new inspection in the 2022 bat nesting season will be included in the NEPA document. Additionally, a culvert structure at the southern end of the project area (CV 149-064-4.44) will be replaced. This culvert was inspected by Troyer Group on October 5, 2020, and no evidence of bat presence was discovered. The maintenance pipes will be rehabilitated as necessary. These structures were inspected by Troyer Group on May 1, 2020 and no evidence of bat presence was discovered.

Construction for the project is anticipated to occur during the spring of 2023. No permanent lighting will be added or replaced as part of the project. If temporary lighting is necessary to construct the project and is approved to be used, then the lighting shall be directed down and away from potential bat habitat. No pedestrian facilities such as curb ramps or sidewalks will be replaced. Guardrail replacement is anticipated with this project. No structure work is associated with this project.

Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) *Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

Yes

9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

No

11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

12. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

B) During the inactive season

15. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

16. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

Yes

17. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

B) During the inactive season

18. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

Yes

19. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

No

20. Are *all* trees that are being removed clearly demarcated?
Yes
21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?
No
22. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?
No
23. Does the project include slash pile burning?
No
24. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?
Yes
25. Is there *any* suitable habitat^[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's current [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

26. Has a bridge assessment^[1] been conducted **within** the last 24 months^[2] to determine if the bridge is being used by bats?

[1] See [User Guide Appendix D](#) for bridge/structure assessment guidance

[2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

Yes

SUBMITTED DOCUMENTS

- *SR 149 over Salt Creek Bridge Inspection Report.pdf* <https://ecos.fws.gov/ipac/project/D2AHB6UQZ5DKNHRIO6J7PV7354/projectDocuments/105622419>
- *Des. 1600701 - Structure Bat Inspection - 2021 - Small Structure.pdf* <https://ecos.fws.gov/ipac/project/D2AHB6UQZ5DKNHRIO6J7PV7354/projectDocuments/106329849>

27. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)^[1]?

[1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

No

28. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

No

29. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

30. Will the project involve the use of **temporary** lighting *during* the active season?

Yes

31. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

Yes

32. Will the project install new or replace existing **permanent** lighting?

No

33. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

No

34. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage, rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

35. Will the project raise the road profile **above the tree canopy**?

No

36. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

Automatically answered

Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO

37. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

38. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

39. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected

40. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

41. Tree Removal AMM 1

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal^[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word “trees” as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS’ current summer survey guidance for our latest definitions of suitable habitat.

Yes

42. Tree Removal AMM 3

Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

43. Tree Removal AMM 4

Can the project avoid cutting down/removal of *all* (1) **documented**^[1] Indiana bat or NLEB roosts^[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

44. Lighting AMM 1

Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

N/A

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

N/A

3. How many acres^[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

7.65

4. Please describe the proposed bridge work:

Riprap will be placed adjacent to the SR 149 bridge over Salt Creek to create stable side slopes.

5. Please state the timing of all proposed bridge work:

Work will be performed in late Winter/ early Spring 2023

6. Please enter the date of the bridge assessment:

11/20/2019

Avoidance And Minimization Measures (AMMs)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season.

TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year.

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on April 22, 2021. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

Bridge Inspection Report

149-64-03978 B
SR 149
over
SALT CREEK



Inspection Date: 11/20/2019

Inspected By: Andrew Raynor

Inspection Type(s): Routine

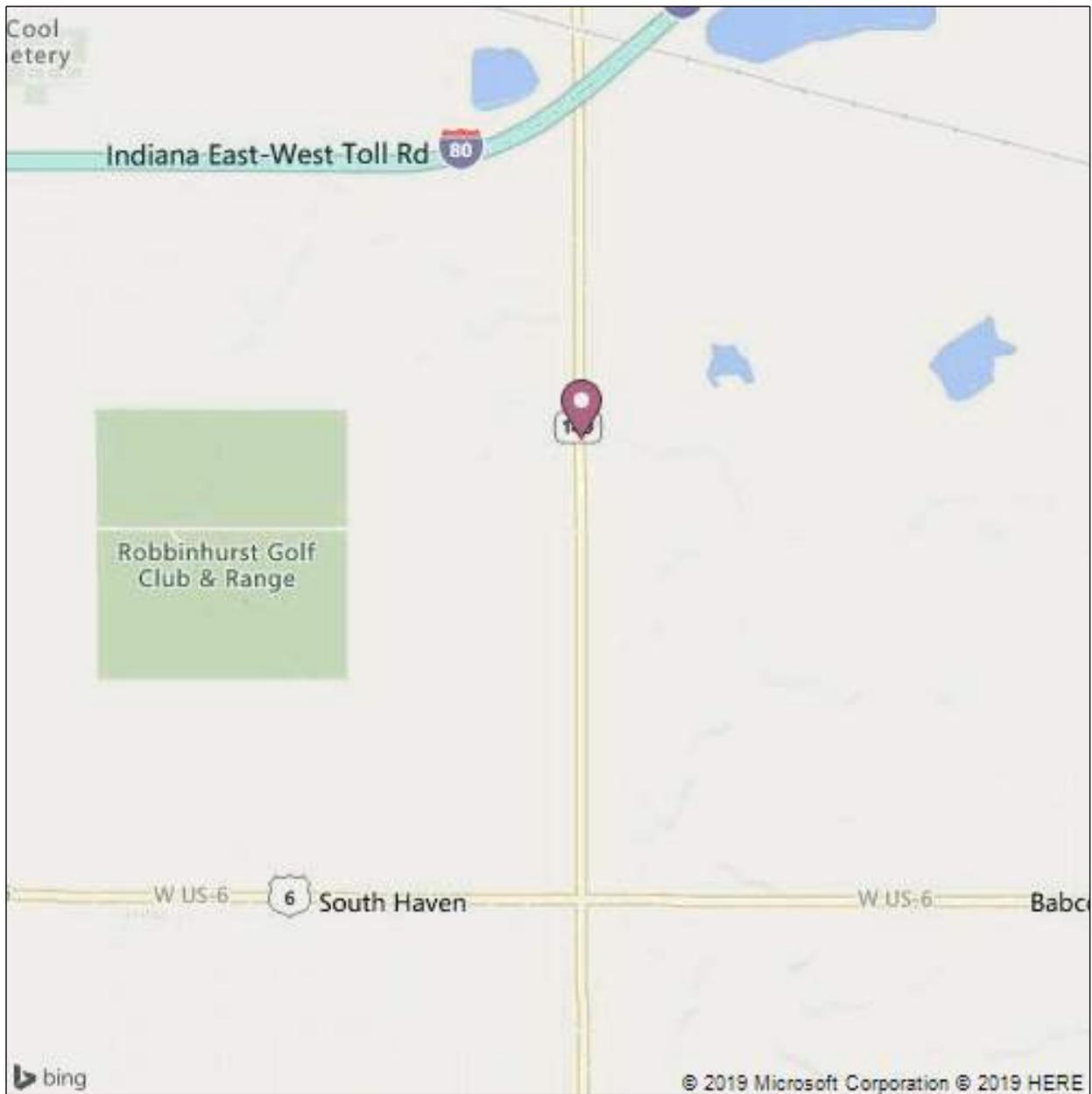
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LOAD RATING - BRADIN	Removed from CE Appendix 23

Inspector: Andrew Raynor
Inspection Date: 11/20/2019

Asset Name: 149-64-03978 B
Facility Carried: SR 149

Bridge Inspection Report



Latitude: 41.56375
Longitude: -87.12434

Inspector: Andrew Raynor
Inspection Date: 11/20/2019

Asset Name: 149-64-03978 B
Facility Carried: SR 149

Bridge Inspection Report

This inspection was conducted by Andrew Raynor, Justin Brown and Cristy Burlage on 11/20/2019. This a steel multi-beam bridge on SR 149 and travels over Salt Creek. The entire upper portion of the bridge is still in good shape since the last rehab. The abutments have large to moderate sized spalls with exposed rebar. There is some rust staining and concrete moisture evident in both abutment walls as well. Abutment 1 has minor vertical cracking in the SE corner. The beams and welded areas mi nor corrosion, pitting, and section loss. (Bridge Painting scheduled on 11/10/2020 DES #1800631 Contract # B-41213)

Miscellaneous Asset Data
Asset Management

027350

Load Rating 2:

Has the dead load or the structural condition of the primary load carrying members changed since the last inspection?

No - Load Rating Update Not Required

Extended Frequency:

Submittal Date:

Inspector:

INDOT Reviewer:

This bridge has been accepted into the Extended Frequency Program.

Approval Date:

Joints: * *Indicate location, type, and rating of lowest rated joint.*

P - Poured Silicone
(narrow width, repla

7 - Good Condition

Comments:

Terminal Joints: * *Rating of lowest rated terminal joint.*

N

Comments:

Concrete Slopewall: * *Rating of lowest rated slopewall.*

N

Comments:

Bearings: * *Indicate type, and rating of lowest rated bearing.*

2 - Elastmeric

7

Comments:

Minor chalking in bearings near abutments.

Approach Slabs: * *Indicate if present & condition rating.*

1 - Approach Slabs

8 - Very good condition, no significant cracks

Comments:

Paint: * Indicate if paint present , year painted & condition rating.

1 - Steel Beams

5 - Fair Condition – a

Comments:

Some random spotted corrosion and rusting throughout. Bridge painting scheduled for 11/10/2020.

Scour Analysis: 5 **Scour Critical:** **Scour POA?**

NBI 113 Scour Comment:

Scour countermeasures still in place around abutments.

Endangered Species: * If yes, add one photo to the dropdown field

Bats: seen or heard under structure? * N

Birds/swallows/nests seen? Empty nests present? * N

BRIDGE Culvert Geometry:

Barrel Length:

Height:

Width:

Des 1600701 - Small structure

INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)

General Information		
Date of Inspection: 10/5/21	Initial Inspection <input type="checkbox"/>	Temp: ~70°F
Time of Inspection: 2:10 pm	Follow-up Inspection <input checked="" type="checkbox"/>	Wind: Very Light
County: Porter	Construction <input type="checkbox"/>	Precip: NONE
Inspected by: James Landry		Sunrise: 7:45AM Sunset: 7:00PM
GPS Northing: 41,55836	Contract Number: R-42246	Anticipated Start Date for Construction: Spring 2023
Easting: - 87,12432		
UTM Zone: 16		

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: Ditch	Station:
Bridge/Culvert number: CV 119-064-444	Number of Spans: N/A
Type of Structure:	Material:
<input type="checkbox"/> Concrete box beam <input type="checkbox"/> Concrete I-beam <input checked="" type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Concrete arch <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete slab <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Other (list):	<input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe):
<input type="checkbox"/> Steel beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete pipe <input checked="" type="checkbox"/> Corrugated steel pipe	Shape: <input type="checkbox"/> Box Culvert <input type="checkbox"/> Arch <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? Yes	Location of bats or signs of use (w/drawing and photos):
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? No	
In Clusters? Number of clusters:	
Number of bats in largest cluster:	
Approximate total number of bats found:	
Signs of previous bat use? No <input type="checkbox"/> Guano <input type="checkbox"/> Staining	

If Bats Present
Date and Time Project Supervisor was notified:
Name of Project Supervisor notified:

For bridges and culverts, provide plan, longitudinal and cross section views as appropriate.



APPENDIX D

Section 106 of the NHPA

Minor Projects PA Project Assessment Form– Category B Projects with Archaeology Work

Date: 6/19/2020

Project Designation Number: 1600701

Route Number: State Road (SR) 149

Project Description: Intersection Improvement Project at SR 149 & County Road 875 N/Robbins Rd.

The proposed project involves vertical sight distance corrections and intersection improvements with added center left turn lanes on both SR 149 and CR 875 N (Robbins Road). Construction of the added center left turn lanes will require the acquisition of additional right-of-way (ROW) outside of SR 149 and CR 875 N (Robbins Road). The amount of ROW needed for the project is unknown at this time.

Feature crossed (if applicable):

Township: Liberty and Portage townships

City/County: Porter County

Information reviewed (please check all that apply):

- General project location map USGS map Aerial photograph Interim Report
- Written description of project area General project area photos Soil survey data
- Previously completed historic property reports Previously completed archaeology reports
- Bridge Inspection Information SHAARD SHAARD GIS Streetview Imagery

Other (please specify): Indiana Historic Building, Bridges, and Cemeteries Map (IHBBCM); County GIS data (accessed via <https://search.portercountyassessor.com/>); project information provided by Troyer Group, Inc. and Cardno, Inc. dated 5/18/2020 and on file at INDOT-CRO;

Okay, Jillian and Kaye Grob
2020 Phase Ia Archaeological Records Review and Reconnaissance for the SR 149 Vertical Sight Distance Correction - SR 149 at CR 875N, Porter County, Indiana. INDOT Des. No. 1600701. Cardno, Indianapolis.

Results of the Records Review for Above-Ground Resources:

With regard to above-ground resources, an INDOT-Cultural Resources Office (CRO) historian, who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Porter County. No listed resources are present within 0.25 mile of the project area, a distance that would serve as an adequate area of potential effects (APE) given the scope of the project and the surrounding terrain.

The *Porter County Interim Report* (1991; Liberty Township; Portage Township) of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. The National Register & IHSSI information is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBM). The SHAARD information was checked against the Interim Report hard copy maps. The following IHSSI sites are recorded within 0.25 mile of the project:

Liberty Township

IHSSI #127-108-15008 (Gossett Cemetery; SR 149; c. 1840-c. 1880; “contributing”)

IHSSI #127-108-15010 (House; CR 875 N; c. 1920; “contributing”)

IHSSI #127-108-15012 (Farm; SR 149; c. 1885; “notable”)

Portage Township

IHSSI #127-520-10027 (Jentzen Farm; CR 875 N; c. 1860; “notable”)—demolished

According to the IHSSI rating system, generally properties rated "contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register eligible, although they would contribute to a historic district. If they retain material integrity, properties rated “notable” might possess the necessary level of significance after further research. Properties rated “outstanding” usually possess the necessary level of significance to be considered National Register eligible, if they retain material integrity. Historic districts identified in the IHSSI are usually considered eligible for the National Register.

Land surrounding the project area is rural. Agricultural fields and one late-twentieth century house are immediately surrounding the project area. Wooded areas of mature deciduous trees are present beyond the agricultural fields to the north, east, and west. Additionally, most properties are bordered by mature deciduous and/or coniferous trees, such as IHSSI #127-108-15012 (Farm; “notable”), which is located south of the project area. A line of mature deciduous and coniferous trees along the property’s northern edge block the view of the project to the north. Due to this lack of viewshed, IHSSI #127-108-15012 is not considered adjacent to the project for the purposes of this determination.

There are 24 unsurveyed above-ground properties located within 0.25 mile of the project area. Of the 24 properties, 12, including the late-twentieth century house at the southwest corner of SR 149 & CR 875 N/Robbins Road, will not be 50 years old or older by the time of project letting in 2022. Of the remaining 12 properties, four (4) date to the early-twentieth century and eight (8) date to the mid-twentieth century. Based on a review of online street-view imagery and aerial photography, the tree coverage in this area, as described above, completely shields all these properties from view of the project. For the purposes of this determination, none of these properties are considered adjacent to the project area.

Based on the available information, as summarized above, no above-ground concerns exist as long as the project scope does not change.

Archaeology Report Author/Date:

Jillian Okray and Kaye Grob/June 17, 2020

Summary of Archaeology Investigation Results:

An archaeological records check and Phase Ia reconnaissance survey of the project area were conducted by Cardno (Okray and Grob 2020). The records check found that the project area had not been previously examined for archaeological resources and that no previously recorded sites have been identified within or adjacent to it. Since the project limits had not been finalized, an area large enough to encompass any anticipated additional R/W was surveyed. A 5-acre survey area was examined through the excavation of 63 shovel probes, pedestrian survey in an agricultural field, and visual inspection of disturbed areas. One

archaeological site, 12PR820, was newly identified as a result of the investigation. This site consisted of a small scatter of historical artifacts identified in three positive shovel probes and one surface find within a residential lawn. Due to the lack of potential to provide important information, the portion of the site identified within the survey area was recommended as ineligible. However, any portion of the site that might exist beyond the survey limits must be avoided or else subjected to additional archaeological investigation.

The report was reviewed by INDOT Cultural Resources personnel who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61. It is our opinion that the report is acceptable, and we concur with the evaluations and recommendations made by Cardno (Okroy and Grob 2020). Therefore, there are no archaeological concerns.

Does the project appear to fall under the Minor Projects PA? yes no

If yes, please specify category and number (**applicable conditions are highlighted**):

B-3. Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening under the following conditions **[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]**:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work occurs in previously disturbed soils; *OR*
- ii. **Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area.** If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

If no, please explain:

Additional comments: Any portion of site 12PR820 that might exist beyond the survey limits must be avoided by all project activities or else subjected to additional archaeological investigation to evaluate its eligibility. This area should be physically marked for avoidance during construction with stakes or fencing and should be labeled on project plans as "Environmental Sensitive Area – Do not Disturb." If human remains are uncovered during construction, demolition, or earthmoving activities, construction within 100 feet of the find will be stopped and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

INDOT Cultural Resources staff reviewer(s): Kelyn Alexander and Matt Coon

****Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*

Minor Projects PA Project Assessment Form– Category B Projects with Archaeology Work

Date: 6/19/2020

****UPDATE 2/9/2022**

Project Designation Number: 1600701

Route Number: State Road (SR) 149

Project Description: Intersection Improvement Project at SR 149 & County Road 875 N/Robbins Rd.

The proposed project involves vertical sight distance corrections and intersection improvements with added center left turn lanes on both SR 149 and CR 875 N (Robbins Road). Construction of the added center left turn lanes will require the acquisition of additional right-of-way (ROW) outside of SR 149 and CR 875 N (Robbins Road). The amount of ROW needed for the project is unknown at this time.

**On December 10, 2021, INDOT-CRO was informed that the project limits have been expanded northward to the southern bank of Salt Creek and the project scope had expanded. Grading work will take place on both sides of SR 149 extending into Salt Creek's south bank, and riprap will be placed adjacent to the guardrail for the southern approach of the SR 149 bridge over Salt Creek (149-64-03978 B). No work will take place on the bridge structure itself. Additionally, a culvert structure at the southern end of the project area (CV 149-064-4.44) will be replaced. This culvert does not carry a water feature. The existing structure is 64 feet long, a 3-foot by 2-foot reinforced concrete box culvert. The replacement structure will be a 77-foot long 4-foot by 2-foot reinforced concrete box culvert.

Feature crossed (if applicable):

Township: Liberty and Portage townships

City/County: Porter County

Information reviewed (please check all that apply):

- General project location map USGS map Aerial photograph Interim Report
 Written description of project area General project area photos Soil survey data
 Previously completed historic property reports Previously completed archaeology reports
 Bridge Inspection Information SHAARD SHAARD GIS Streetview Imagery

Other (please specify): Indiana Historic Building, Bridges, and Cemeteries Map (IHBBCM); County GIS data (accessed via <https://search.portercountyassessor.com/>); project information provided by Troyer Group, Inc. and Cardno, Inc. dated 5/18/2020 and on file at INDOT-CRO;

Grob, Kaye and Scott Hipskind

2022 An Addendum to the Phase Ia Archaeological Records Review and Reconnaissance for the SR 149 Vertical Sight Distance Correction - SR 149 at CR 875 N, Porter County, Indiana, INDOT Des. No. 1600701. Project J191018500, Cardno, Indianapolis. Document on file at INDOT-CRO.

Okroy, Jillian and Kaye Grob

2020 Phase Ia Archaeological Records Review and Reconnaissance for the SR 149 Vertical Sight Distance Correction - SR 149 at CR 875N, Porter County, Indiana. INDOT Des. No. 1600701. Cardno, Indianapolis.

Please specify all applicable categories and condition(s) (**applicable conditions are highlighted**):

- B-3. Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening under the following conditions **[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]**:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work occurs in previously disturbed soils; *OR*
- ii. **Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area.** If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

- B-9. Installation, replacement, repair, lining, or extension of culverts and other drainage structures under the conditions listed below **[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]**:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work occurs in previously disturbed soils; *OR*
- ii. **Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area.** If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

One of the conditions below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. **Work does not involve installation of a new culvert and other drainage structure, and there are no impacts to unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under one of the following conditions (*Condition a, Condition b, or Condition c must be satisfied*):**
 - a. **The structure exhibits no wood, stone, or brick structures or parts therein;** *OR*
 - b. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
 - c. The structure exhibits non-modern wood, stone, or brick structures or parts therein and the following conditions are met (*BOTH Condition 1 AND Condition 2 must be met*):
 1. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
 2. The structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional

(meeting the Secretary of Interior’s Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

- ii. Work involves the installation of a new culvert and other drainage structures AND/OR there may be impacts to unusual features, including historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under the following conditions *(BOTH Condition a and Condition b must be satisfied)*:
 - a. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
 - b. The subject structure exhibits one of the characteristics described below *(Condition 1, Condition 2 or Condition 3 must be satisfied)*.
 - 1. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
 - 2. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
 - 3. The structure exhibits non-modern wood, stone, or brick structures or parts therein but lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior’s Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below. yes no

Does the project result in a de minimis impact to a Section 4(f) protected historic resource? If yes, please explain in the Additional Comments Section below. yes no

Above-ground Resources

With regard to above-ground resources, an INDOT-Cultural Resources Office (CRO) historian who meets the Secretary of the Interior’s Professional Qualification Standards as per 36 CFR Part 61 first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Porter County. No listed resources are present within 0.25 mile of the project area, a distance that would serve as an adequate area of potential effects (APE) given the scope of the project and the surrounding terrain.

The *Porter County Interim Report* (1991; Liberty Township; Portage Township) of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. The National Register & IHSSI information is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The SHAARD information was checked against the Interim Report hard copy maps. The following IHSSI sites are recorded within 0.25 mile of the project:

Liberty Township

- IHSSI #127-108-15008 (Gossett Cemetery; SR 149; c. 1840-c. 1880; “contributing”)
- IHSSI #127-108-15010 (House; CR 875 N; c. 1920; “contributing”)
- IHSSI #127-108-15012 (Farm; SR 149; c. 1885; “notable”)

Portage Township

- IHSSI #127-520-10027 (Jentzen Farm; CR 875 N; c. 1860; “notable”)—demolished

According to the IHSSI rating system, generally properties rated "contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register eligible, although they would contribute to a historic district. If they retain material integrity, properties rated "notable" might possess the necessary level of significance after further research. Properties rated "outstanding" usually possess the necessary level of significance to be considered National Register eligible if they retain material integrity. Historic districts identified in the IHSSI are usually considered eligible for the National Register.

Land surrounding the project area is rural. Agricultural fields and one late-twentieth century house are immediately surrounding the project area. Wooded areas of mature deciduous trees are present beyond the agricultural fields to the north, east, and west. Additionally, most properties are bordered by mature deciduous and/or coniferous trees, such as IHSSI #127-108-15012 (Farm; "notable"), which is located south of the project area. A line of mature deciduous and coniferous trees along the property's northern edge block the view of the project to the north. Due to this lack of viewshed, IHSSI #127-108-15012 is not considered adjacent to the project for the purposes of this determination.

There are 24 unsurveyed above-ground properties located within 0.25 mile of the project area. Of the 24 properties, 12, including the late-twentieth century house at the southwest corner of SR 149 & CR 875 N/Robbins Road, will not be 50 years old or older by the time of project letting in 2022. Of the remaining 12 properties, four (4) date to the early-twentieth century and eight (8) date to the mid-twentieth century. Based on a review of online street-view imagery and aerial photography, the tree coverage in this area, as described above, completely shields all these properties from view of the project. For the purposes of this determination, none of these properties are considered adjacent to the project area.

****UPDATE**—There are five (5) additional above-ground properties located within 0.25 mile of the extended project area that were not previously assessed. All of them date to the twenty-first century and are not eligible to the National Register.

Bridge (#149-64-03978 B; NBI #27350) is a steel beam bridge built in 1955 and reconstructed in 1986. The bridge length is 77 feet and the deck width, out-to-out, is 46.5 feet. The INDOT-sponsored *Historic Bridge Inventory* did not identify this bridge as eligible to the National Register because it was constructed after 1965, which was the cutoff year for inclusion in the inventory. On November 2, 2012, the Advisory Council on Historic Preservation (ACHP) issued the *Program Comment for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* (Program Comment). The Program Comment relieves federal agencies from the Section 106 requirement to consider the effects of undertakings on most concrete and steel bridges built after 1945. On March 19, 2013, federal agencies were approved to use the Program Comment for Indiana projects.

The Program Comment applies for this bridge because it has not been previously listed in or determined eligible for listing in the National Register of Historic Places and it is not located in or adjacent to a historic district (Section IV.A of the Program Comment). As an example of a steel beam bridge, this bridge is also not one of the types to which the Program Comment does not apply (arch bridges, truss bridges, bridges with movable spans, suspension bridges, cable-stayed bridges, or covered bridges [Section IV.B]). Additionally, this bridge has not been identified as having exceptional significance for association with a person or event, being a very early or particularly important example of its type in the state or the nation, having distinctive engineering or architectural features that depart from standard designs, or displaying other elements that were engineered to respond to a unique environmental context (Section IV.C). This bridge also has not been identified as having some exceptional quality. Because the above criteria from the Program Comment have been met, no individual consideration under Section 106 is required for Bridge #149-64-03978 B.

The structure (CV 149-064-4.44) to be replaced near the southern terminus of the project is a 64-foot 3-foot by 2-foot reinforced concrete box culvert; the date of construction is unknown. Based on a

description of the existing structure and photos provided by Troyer Group, the structure exhibits no wood, stone, or brick structures or parts therein. In addition, there is no evidence to suggest that it possesses historical or engineering significance. Only agricultural fields are present adjacent to the small structure.

Based on the available information, as summarized above, no above-ground concerns exist as long as the project scope does not change.

Archaeology Report Author/Date:

Jillian Okray and Kaye Grob/June 17, 2020

Kaye Grob and Scott Hipskind/February 8, 2022

Archaeological Resources

An archaeological records check and Phase Ia reconnaissance survey of the project area were conducted by Cardno (Okray and Grob 2020). The records check found that the project area had not been previously examined for archaeological resources and that no previously recorded sites have been identified within or adjacent to it. Since the project limits had not been finalized, an area large enough to encompass any anticipated additional R/W was surveyed. A 5-acre survey area was examined through the excavation of 63 shovel probes, pedestrian survey in an agricultural field, and visual inspection of disturbed areas. One archaeological site, 12PR820, was newly identified as a result of the investigation. This site consisted of a small scatter of historical artifacts identified in three positive shovel probes and one surface find within a residential lawn. Due to the lack of potential to provide important information, the portion of the site identified within the survey area was recommended as ineligible. However, any portion of the site that might exist beyond the survey limits must be avoided or else subjected to additional archaeological investigation.

****UPDATE**—An addendum Phase Ia reconnaissance survey of the extended project area was conducted by Cardno (Grob and Hipskind 2022). It was found that the northern extension was heavily disturbed, and the area was investigated via visual inspection. No archaeological sites were identified and no additional investigation is recommended (Grob and Hipskind 2022). An area of additional workspace along CR 875N west of SR 149 was found to have been covered by the previous investigation (Okray and Grob 2020).

The reports were reviewed by INDOT Cultural Resources personnel who meet the Secretary of the Interior’s Professional Qualification Standards as per 36 CFR Part 61. It is our opinion that the reports are acceptable, and we concur with the evaluations and recommendations made by Cardno (Okray and Grob 2020; Grob and Hipskind 2022).

Therefore, there are no archaeological concerns provided the project scope does not change.

Additional comments: Any portion of site 12PR820 that might exist beyond the survey limits must be avoided by all project activities or else subjected to additional archaeological investigation to evaluate its eligibility. This area should be physically marked for avoidance during construction (e.g., with stakes or fencing) and should be labeled on project plans as “Environmental Sensitive Area – Do Not Disturb.”

Accidental Discovery: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, construction in the immediate area of the find will be stopped and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

INDOT Cultural Resources staff reviewer(s): Kelyn Alexander and Matt Coon

****Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*

Minor Projects PA Project Assessment Form– Category B Projects with Archaeology Work

Date: 6/19/2020 *UPDATE 2/9/2022 **UPDATE 5/18/2022

Project Designation Number: 1600701

Route Number: State Road (SR) 149

Project Description: Intersection Improvement Project at SR 149 & County Road 875 N/Robbins Rd.

The proposed project involves vertical sight distance corrections and intersection improvements with added center left turn lanes on both SR 149 and CR 875 N (Robbins Road). Construction of the added center left turn lanes will require the acquisition of additional right-of-way (ROW) outside of SR 149 and CR 875 N (Robbins Road). The amount of ROW needed for the project is unknown at this time.

*On December 10, 2021, INDOT-CRO was informed that the project limits have been expanded northward to the southern bank of Salt Creek and the project scope had expanded. Grading work will take place on both sides of SR 149 extending into Salt Creek’s south bank, and riprap will be placed adjacent to the guardrail for the southern approach of the SR 149 bridge over Salt Creek (149-64-03978 B). No work will take place on the bridge structure itself. Additionally, a culvert structure at the southern end of the project area (CV 149-064-4.44) will be replaced. This culvert does not carry a water feature. The existing structure is 64 feet long, a 3-foot by 2-foot reinforced concrete box culvert. The replacement structure will be a 77-foot long 4-foot by 2-foot reinforced concrete box culvert.

*On March 25, 2022, INDOT-CRO was provided information clarifying the scope of work for this project. The project design includes guardrail replacement and extension which will result in the placement of new guardrail. Specifically, 584 feet of guardrail will be removed, and a total of 719 ft of guardrail will be placed. Included in this guardrail installation is 135 ft. of new guardrail placed in areas that do not currently contain guardrail. This 135 ft. will be placed at the edge of the existing ditch-line on the west side of SR 149, extending northward from an existing private drive to the point where the existing guardrail commences. Soils where the new guardrail will be placed may be currently undisturbed; however, all areas of new guardrail placement will be disturbed by other project activities associated with road widening prior to the guardrail installation. This activity is not a design change and has been included in the project design at the time of previous submittals. However, it was not specifically referenced in the project descriptions of these submittals. All areas where guardrail will be placed were included in the previously approved archaeological investigation. Category B-4 of the Minor Projects PA has been added to this determination form to account for project activity.

**On May 2, 2022, INDOT-CRO was informed of an update to the scope of work for this project. A portion of the open roadside ditch on the western side of the project area around the intersection of SR 149 & CR 875 N/Robbins Road will be converted to a storm sewer system. This scope of work falls under Category B-9, which was added to this project in the prior update.

Feature crossed (if applicable):

Township: Liberty and Portage townships

City/County: Porter County

Information reviewed (please check all that apply):

General project location map USGS map Aerial photograph Interim Report

- Written description of project area General project area photos Soil survey data
 Previously completed historic property reports Previously completed archaeology reports
 Bridge Inspection Information SHAARD SHAARD GIS Streetview Imagery

Other (please specify): Indiana Historic Building, Bridges, and Cemeteries Map (IHBBCM); County GIS data (accessed via <https://search.portercountyassessor.com/>); project information provided by Troyer Group, Inc. and Cardno, Inc. dated 5/18/2020 and on file at INDOT-CRO;

Grob, Kaye and Scott Hipskind

2022 An Addendum to the Phase Ia Archaeological Records Review and Reconnaissance for the SR 149 Vertical Sight Distance Correction - SR 149 at CR 875 N, Porter County, Indiana, INDOT Des. No. 1600701. Project J191018500, Cardno, Indianapolis. Document on file at INDOT-CRO.

Okroy, Jillian and Kaye Grob

2020 Phase Ia Archaeological Records Review and Reconnaissance for the SR 149 Vertical Sight Distance Correction - SR 149 at CR 875N, Porter County, Indiana. INDOT Des. No. 1600701. Cardno, Indianapolis.

Please specify all applicable categories and condition(s) (applicable conditions are highlighted):

B-3. Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work occurs in previously disturbed soils; *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

B-4. Installation of new safety appurtenances, including but not limited to, guardrails, barriers, glare screens, and crash attenuators, under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work occurs in previously disturbed soils; *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National

Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

- B-9. Installation, replacement, repair, lining, or extension of culverts and other drainage structures under the conditions listed below [*BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied*]:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work occurs in previously disturbed soils; *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

One of the conditions below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work does not involve installation of a new culvert and other drainage structure, and there are no impacts to unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under one of the following conditions (*Condition a, Condition b, or Condition c must be satisfied*):
 - a. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
 - b. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
 - c. The structure exhibits non-modern wood, stone, or brick structures or parts therein and the following conditions are met (*BOTH Condition 1 AND Condition 2 must be met*):
 1. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
 2. The structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.
- ii. Work involves the installation of a new culvert and other drainage structures *AND/OR* there may be impacts to unusual features, including historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under the following conditions (*BOTH Condition a and Condition b must be satisfied*):
 - a. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*

- b. The subject structure exhibits one of the characteristics described below (*Condition 1, Condition 2 or Condition 3 must be satisfied*).
1. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
 2. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
 3. The structure exhibits non-modern wood, stone, or brick structures or parts therein but lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior’s Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below. yes no

Does the project result in a de minimis impact to a Section 4(f) protected historic resource? If yes, please explain in the Additional Comments Section below. yes no

Above-ground Resources

With regard to above-ground resources, an INDOT-Cultural Resources Office (CRO) historian who meets the Secretary of the Interior’s Professional Qualification Standards as per 36 CFR Part 61 first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Porter County. No listed resources are present within 0.25 mile of the project area, a distance that would serve as an adequate area of potential effects (APE) given the scope of the project and the surrounding terrain.

The *Porter County Interim Report* (1991; Liberty Township; Portage Township) of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. The National Register & IHSSI information is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The SHAARD information was checked against the Interim Report hard copy maps. The following IHSSI sites are recorded within 0.25 mile of the project:

Liberty Township

- IHSSI #127-108-15008 (Gossett Cemetery; SR 149; c. 1840-c. 1880; “contributing”)
- IHSSI #127-108-15010 (House; CR 875 N; c. 1920; “contributing”)
- IHSSI #127-108-15012 (Farm; SR 149; c. 1885; “notable”)

Portage Township

- IHSSI #127-520-10027 (Jentzen Farm; CR 875 N; c. 1860; “notable”)—demolished

According to the IHSSI rating system, generally properties rated "contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register eligible, although they would contribute to a historic district. If they retain material integrity, properties rated “notable” might possess the necessary level of significance after further research. Properties rated “outstanding” usually possess the necessary level of significance to be considered National Register eligible if they retain material integrity. Historic districts identified in the IHSSI are usually considered eligible for the National Register.

Land surrounding the project area is rural. Agricultural fields and one late-twentieth century house are immediately surrounding the project area. Wooded areas of mature deciduous trees are present beyond the agricultural fields to the north, east, and west. Additionally, most properties are bordered by mature

deciduous and/or coniferous trees, such as IHSSI #127-108-15012 (Farm; “notable”), which is located south of the project area. A line of mature deciduous and coniferous trees along the property’s northern edge block the view of the project to the north. Due to this lack of viewshed, IHSSI #127-108-15012 is not considered adjacent to the project for the purposes of this determination.

There are 24 unsurveyed above-ground properties located within 0.25 mile of the project area. Of the 24 properties, 12, including the late-twentieth century house at the southwest corner of SR 149 & CR 875 N/Robbins Road, will not be 50 years old or older by the time of project letting in 2022. Of the remaining 12 properties, four (4) date to the early-twentieth century and eight (8) date to the mid-twentieth century. Based on a review of online street-view imagery and aerial photography, the tree coverage in this area, as described above, completely shields all these properties from view of the project. For the purposes of this determination, none of these properties are considered adjacent to the project area.

***UPDATE 2/9/2022**—There are five (5) additional above-ground properties located within 0.25 mile of the extended project area that were not previously assessed. All of them date to the twenty-first century and are not eligible to the National Register.

Bridge (#149-64-03978 B; NBI #27350) is a steel beam bridge built in 1955 and reconstructed in 1986. The bridge length is 77 feet and the deck width, out-to-out, is 46.5 feet. The INDOT-sponsored *Historic Bridge Inventory* did not identify this bridge as eligible to the National Register because it was constructed after 1965, which was the cutoff year for inclusion in the inventory. On November 2, 2012, the Advisory Council on Historic Preservation (ACHP) issued the *Program Comment for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* (Program Comment). The Program Comment relieves federal agencies from the Section 106 requirement to consider the effects of undertakings on most concrete and steel bridges built after 1945. On March 19, 2013, federal agencies were approved to use the Program Comment for Indiana projects.

The Program Comment applies for this bridge because it has not been previously listed in or determined eligible for listing in the National Register of Historic Places and it is not located in or adjacent to a historic district (Section IV.A of the Program Comment). As an example of a steel beam bridge, this bridge is also not one of the types to which the Program Comment does not apply (arch bridges, truss bridges, bridges with movable spans, suspension bridges, cable-stayed bridges, or covered bridges [Section IV.B]). Additionally, this bridge has not been identified as having exceptional significance for association with a person or event, being a very early or particularly important example of its type in the state or the nation, having distinctive engineering or architectural features that depart from standard designs, or displaying other elements that were engineered to respond to a unique environmental context (Section IV.C). This bridge also has not been identified as having some exceptional quality. Because the above criteria from the Program Comment have been met, no individual consideration under Section 106 is required for Bridge #149-64-03978 B.

***UPDATE 2/9/2022**—The structure (CV 149-064-4.44) to be replaced near the southern terminus of the project is a 64-foot 3-foot by 2-foot reinforced concrete box culvert; the date of construction is unknown. Based on a description of the existing structure and photos provided by Troyer Group, the structure exhibits no wood, stone, or brick structures or parts therein. In addition, there is no evidence to suggest that it possesses historical or engineering significance. Only agricultural fields are present adjacent to the small structure.

****UPDATE 5/2/2022**—All areas where guardrail will be installed and a new storm sewer system will occur within the original project area that was reviewed by INDOT-CRO. The conversion of the existing ditch into a closed sewer system does not constitute a new installation of drainage structures for the purpose of this determination. No further review is needed for the additional scope of work.

Based on the available information, as summarized above, no above-ground concerns exist as long as the project scope does not change.

Archaeology Report Author/Date:

Jillian Okray and Kaye Grob/June 17, 2020

Kaye Grob and Scott Hipskind/February 8, 2022

Archaeological Resources

An archaeological records check and Phase Ia reconnaissance survey of the project area were conducted by Cardno (Okray and Grob 2020). The records check found that the project area had not been previously examined for archaeological resources and that no previously recorded sites have been identified within or adjacent to it. Since the project limits had not been finalized, an area large enough to encompass any anticipated additional R/W was surveyed. A 5-acre survey area was examined through the excavation of 63 shovel probes, pedestrian survey in an agricultural field, and visual inspection of disturbed areas. One archaeological site, 12PR820, was newly identified as a result of the investigation. This site consisted of a small scatter of historical artifacts identified in three positive shovel probes and one surface find within a residential lawn. Due to the lack of potential to provide important information, the portion of the site identified within the survey area was recommended as ineligible. However, any portion of the site that might exist beyond the survey limits must be avoided or else subjected to additional archaeological investigation.

***UPDATE 2/9/22:** An addendum Phase Ia reconnaissance survey of the extended project area was conducted by Cardno (Grob and Hipskind 2022). It was found that the northern extension was heavily disturbed, and the area was investigated via visual inspection. No archaeological sites were identified and no additional investigation is recommended (Grob and Hipskind 2022). An area of additional workspace along CR 875N west of SR 149 was found to have been covered by the previous investigation (Okray and Grob 2020).

The reports were reviewed by INDOT Cultural Resources personnel who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61. It is our opinion that the reports are acceptable, and we concur with the evaluations and recommendations made by Cardno (Okray and Grob 2020; Grob and Hipskind 2022).

****UPDATE 5/2/22:** All areas where guardrail will be installed and a new storm sewer system will occur within the original project area that was reviewed by INDOT-CRO and covered by the previous archaeological surveys.

Therefore, there are no archaeological concerns provided the project scope does not change.

Additional comments: Any portion of site 12PR820 that might exist beyond the survey limits must be avoided by all project activities or else subjected to additional archaeological investigation to evaluate its eligibility. This area should be physically marked for avoidance during construction (e.g., with stakes or fencing) and should be labeled on project plans as "Environmental Sensitive Area – Do Not Disturb."

Accidental Discovery: If any archaeological artifacts or features or human remains are uncovered during construction, demolition, or earthmoving activities, construction within 100 feet of the find will be stopped and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

INDOT Cultural Resources staff reviewer(s): Kelyn Alexander and Matt Coon

****Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*

Document Information

Prepared for The Troyer Group, Inc.
Project Name Phase Ia Archaeological Records Review and Reconnaissance for
 the SR 149 Vertical Sight Distance Correction - SR 149 at CR
 875N, Porter County, Indiana.
INDOT Des. No. 1600701
Cardno PN J191018500
Cardno PM Greg Quartucci
Date June 17, 2020

Prepared and Submitted By Jillian Okray and Kaye Grob

Principal Investigator


Veronica Parsell

Prepared for:



The Troyer Group, Inc.
550 Union Street, Mishawaka, Indiana 46544

Prepared by:



Cardno
3901 Industrial Boulevard, Indianapolis, Indiana, 46254

Executive Summary

The Troyer Group, Inc. (Troyer Group) contacted Cardno, Inc. (Cardno) to conduct a Phase Ia archaeological records review and reconnaissance (Phase Ia) for the proposed intersection improvements at SR 149 and CR 875 North (Robbins Road) in Valparaiso, Porter County, Indiana (INDOT Des. No. 1600701). The project is located along the common line of Sections 21 and 20, Township 36 North, Range 6 West on the Chesterton, Indiana USGS 7.5' topographic map quadrangle. The proposed project will involve the reconstruction of SR 149 at CR 875 N for the addition of center left turn lanes on both SR 149 and CR 875 N. This entails vertical sight distance corrections, pavement resurfacing, possible pavement coring, and utility relocation.

The proposed project area is approximately 2.0 hectares (ha) (5 acres [ac]) in size, of which 0.81 ha (2 ac) consists entirely of existing roadbed. As a result, Cardno surveyed 1.21 ha (3 ac) within the project area, which included areas where additional right-of-way is anticipated for the project.

Research within a 1.6 kilometer (km) (1 mi) study radius around the proposed project area revealed 13 previously documented resources including two archaeological sites, three cemeteries, seven IHSSI-listed structures, and one historic bridge. Additionally, three previous surveys have been conducted in the 1.6 km (1 mi) study radius (DeRegnaucourt 1983; Mann 1996; and Stillwell 2004). Fieldwork took place on 26 June 2019. As a result of the Phase Ia investigation, one new archaeological site (12Pr0820) was identified in the project area. The site consists of a historic artifact scatter dating to the late nineteenth through late twentieth centuries. Cardno recommends that site 12Pr0820 is not eligible for listing in the National Register of Historic Places (NRHP), as it does not have the potential to provide significant information regarding the history or settlement patterns of the region.

Based on the results of the Phase Ia reconnaissance, there are no significant archaeological resources present in the project footprint and therefore Cardno determines that no archaeological resources eligible for the NRHP will be impacted by the proposed intersection improvement project. Cardno recommends no further archaeological investigation for the project to proceed as planned. This determination and recommendation is based on current project boundaries; should these boundaries change, additional investigation may be required.

4.2 Summary and Evaluation

Based on provided information, the proposed project is approximately 2.0 hectares (ha) (5 acres [ac]) in size, of which 0.81 ha (2 ac) consist entirely of existing roadbed. Cardno therefore surveyed 1.21 ha (3 ac) for cultural resources for the proposed SR 149 and CR 875 N (Robbins Road) intersection improvement project, in Porter County, Indiana (INDOT Des. No. 1600701). Cardno identified one previously unrecorded archaeological site in the project area, site 12Pr0820, which consists of a historic artifact scatter dating to the late nineteenth through the late twentieth centuries.

The identified portion of site 12Pr0820 does not appear to represent unique site types in the region. Site 12Pr0820 is likely related to the now-demolished ca. 1860 Jentzen farmstead. Site 12Pr0820 cannot be directly associated with any significant persons or events in the region, nor does it appear to offer information important to the history of the region. Site 12Pr0820, as it is currently defined within the project ROW, does not appear to be eligible for the NRHP and no further archaeological work is recommended. If the project boundaries should change, further investigation may be necessary to fully delineate the sites and reassess its NRHP eligibility.

**INDIANA ARCHAEOLOGICAL
SHORT REPORT**

State Form 54566 (R2 / 11-20)

**INDIANA DEPARTMENT OF NATURAL RESOURCES
DIVISION OF HISTORIC PRESERVATION AND ARCHAEOLOGY**

402 West Washington Street, Room W274
Indianapolis, Indiana 46204-2739
Telephone Number: (317) 232-1646
Fax Number: (317) 232-0693
E-mail: dhpa@dnr.IN.gov

Where applicable, the use of this form is recommended but not required by the Division of Historic Preservation and Archaeology (DHPA).

Name(s) of author(s) Kaye Grob and Scott Hipskind		Date (month, day, year) February 8, 2022
Title of project An Addendum to the Phase Ia Archaeological Records Review and Reconnaissance for the SR 149 Vertical Sight Distance Correction - SR 149 at CR 875 N, Porter County, Indiana, INDOT Des. No. 1600701.		
This document is being used to report on the results of: <input type="checkbox"/> Records check only <input type="checkbox"/> Records check and Phase Ia archaeological reconnaissance <input checked="" type="checkbox"/> An addendum to a previous archaeological report. <i>For an addendum, provide the following information.</i>		
Name(s) of author(s) of previous report Jillian Okray and Kaye Grob		
Title of previous report Phase Ia Archaeological Records Review and Reconnaissance for the SR 149 Vertical Sight Distance Correction - SR 149 at CR 875 N, Porter County, Indiana.		
Date of previous report (month, day, year) June 17, 2020	DHPA number N/A	

PROJECT OVERVIEW

Description of project The proposed project will involve the reconstruction of SR 149 at CR 875 N for the addition of center left turn lanes on both SR 149 and CR 875 N. This entails vertical sight distance corrections, pavement resurfacing, possible pavement coring, and utility relocation. The initial project area was approximately 2.0 hectares (ha) (5 acres [ac]) in size, of which 0.81 ha (2 ac) consisted entirely of existing roadbed. The project area subsequently expanded to the north, as addressed in this addendum report, adding an additional 0.2 ha (0.5 ac) to the project, the majority of which is within existing roadbed. In addition, the southwestern leg of the initial project area was expanded by 1.5 meters (m) (5 feet [ft]) on the north, east, and south sides of the project area along CR 875 N, on the west side of SR 149. This additional workspace was captured in the initial Phase Ia archaeological investigation (Okray and Grob 2020) and is not discussed within this report; however, it is depicted on enclosed mapping along with the initial survey area (Figure 1).			
INDOT designation number(s) 1600701	Project number J191018500	DHPA number	DHPA plan number
Prepared for: (Company / Institution / Agency) The Troyer Group, Inc.			
Name of contact James Landry			
Address (number and street, city, state, and ZIP code) 550 Union Street, Mishawaka, IN 46544			
Telephone number (256)633-0283	E-mail address jlandry@troyergroup.com		
Name of principal investigator Veronica Parsell			
Name of company / institution Cardno, Inc.			
Address (number and street, city, state, and ZIP code) 3901 Industrial Boulevard, Indianapolis, IN 46254			
Telephone number (317)388-1982	E-mail address veronica.parsell@cardno.com		
Signature of principal investigator (Required) 		Date (month, day, year) 2/8/2022	

PROJECT LOCATION

County Porter	USGS 7.5' series topographic quadrangle Chesterton	Civil township Liberty and Portage
Legal Location		
Grid alignment SW		

1/4	1/4	1/4	1/4	Section	Township	Range
	NE	NE	NE	20	36N	6W
	NW	NW	NW	21	36N	6W
Comments						
Property ownership <i>(Check all that apply.)</i> <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input checked="" type="checkbox"/> State Government <input type="checkbox"/> Federal Government <input type="checkbox"/> Other						
Name of owner Existing right-of-way is owned by the State of Indiana. Catherine J. Johnson and Scott R. and Liliana C. Shaw own the areas of proposed right-of-way						
Address of owner <i>(number and street, city, state, and ZIP code)</i> Johnson: 329 W 875 N, Valparaiso, IN 46385 Shaw: 279 W 875 N, Valparaiso, IN 46385						

PROJECT AREA DETAILS	
<i>See Short Report instructions for required references to be consulted.</i>	
Size of project area <i>(hectares)</i> 0.2 ha	Size of project area <i>(acres)</i> 0.5 ac
Natural region Northwest Morainal Natural Region	Topography T-1 Margin
Soil(s) information The soils within the survey area consist of Suman silt loam (So), Rawson loam, 2 to 6 percent slopes (RaB), and Tracy sandy loam, 0 to 2 percent slopes (TcA) (USDA/NRCS 2021; Figure 2). Suman silt loam is a very poorly drained hydric alluvial soil, Rawson loam, 2 to 6 percent slopes is a moderately well drained non-hydric elluvial soil, and Tracy sandy loam, 0 to 2 percent slopes is a well drained non-hydric elluvial soil.	Watershed Little Calumet-Galien watershed/ 8 Digit HUC Code 04040001
Current land usage The current land usage consists of roadside right-of-way and drainage for SR 149, a bridge embankment, and sloped scrub vegetation on the edge of woodlots that are located outside of the survey area.	
Comments The soils within the project area primarily consist of Alfisols. Alluvial soils are only present along Salt Creek, where Suman silt loam is present. Suman soils formed in recent alluvial material and are therefore unlikely to contain buried prehistoric deposits due to age and depth to parental material (USDA 2012). Traditional shovel testing should fully delineate the potential for buried deposits.	

RECORDS CHECK	
<input type="checkbox"/> Records check only; no field investigation conducted.	Date of records check <i>(month, day, year)</i> August 2, 2021
Records consulted <i>(Check all that apply.)</i> <input checked="" type="checkbox"/> Archaeological site forms, reports in SHAARD, and SHAARD Archaeology and Structures Map Web Application <input checked="" type="checkbox"/> Cultural Resource Management reports, other research reports, etc., on file in locations other than SHAARD <input checked="" type="checkbox"/> Historical documents and maps from other institutions / resources <input checked="" type="checkbox"/> IHSSI / NRHP structures records in SHAARD <input checked="" type="checkbox"/> Cemetery records in SHAARD	
Within the Project Area	
Previously recorded archaeological sites <i>(Include citations.)</i> No previously identified archaeological sites are located within the survey area.	
Previous archaeological studies within the project area <i>(Include citations.)</i> Aside from the initial Phase Ia report prepared for this project (Okray and Grob 2020), no archaeological studies have been conducted within the survey area.	
Name(s) of previously recorded cemetery(ies) No cemeteries have been recorded within the survey area.	
Cemetery registry number(s) N/A	
Outside the Project Area	

Distance from boundary (<i>Check one.</i>) <input type="checkbox"/> Area researched was a half (1/2) mile radius from the boundary of the project area. <input checked="" type="checkbox"/> Area researched was a one (1) mile radius from the boundary of the project area. <input type="checkbox"/> Area researched was a two (2) mile radius from the boundary of the project area.
Previously recorded archaeological sites (<i>Include citations.</i>) The SHAARD database indicates that three previously recorded archaeological sites are located within the 1.6 kilometer (km) (1 mile [mi]) study area (12-Pr-0478, 12-Pr-0479 and 12-Pr-0820; IDNR-DHPA 2007). Sites 12-Pr-0478 and 12-Pr-0479 each consist of a prehistoric lithic scatter that are not eligible for the NRHP (Mann 1996). Site 12-Pr-0820 consists of a nineteenth and twentieth century historic scatter identified within the initial survey area for this project. The site was determined ineligible for the NRHP (Okroy and Grob 2020).
Previous archaeological studies (<i>Include citations.</i>) Not including the initial report for this project, records on file at IDNR-DHPA indicate that three previous cultural resource investigations have been conducted within the 1.6 km (1 mi) study radius (DeRegnaucourt 1983, Mann 1996, and Stillwell 2004). DeRegnaucourt 1983: Archaeological Reconnaissance of Project MN-359(A), Improvement of the Intersection of S.R. 149 and U.S. 6 Near Valparaiso in Porter County, Indiana. Mann 1996: Archaeological Field Reconnaissance: INDOT STP-212-1(), Des. 9229935 US6 Added Travel Lanes; STP212-1(), Des. 9629936 US6 Added Travel Lanes, Lake and Porter Counties, Indiana. Stillwell 2004: An Archaeological Field Reconnaissance of a Proposed Cellular Phone Tower (Project #017-4E030) in South Haven, Porter County, Indiana. None of these previous surveys were conducted within or adjacent to the project area (Figure 3).
Name(s) of previously recorded cemetery(ies) A search of Porter County cemetery records indicates there are three cemeteries located within the 1.6 km (1 mi) study radius: James Cemetery (CR-64-35/127-520-10026), Gossett Cemetery (CR-64-17/127-108-15008), and Robbins Cemetery (CR-64-37/127-520-10028). None of the cemeteries will be affected by the current project plans.
Cemetery registry number(s) CR-64-35, CR-64-17, CR-64-37

FIELD INVESTIGATION	
Date(s) of field investigation (<i>month, day, year</i>) August 19, 2021	Name of field supervisor Scott Hipkind
Names of field crew Scott Hipkind and Kortnee Bell	
Field Conditions	
Surface visibility 0 percent	Factors affecting visibility Roadside grasses, embankment gravels, and roadside gravel obscured surface visibility.
Slope The slope ranged between 20 and 60 percent.	Environmental (weather) conditions during the survey On the day the field survey occurred, weather was warm and overcast, with temperatures in the low 80 degrees fahrenheit.
Methods	
Surface survey (<i>Check all that apply.</i>) <input checked="" type="checkbox"/> Visual walkover Interval: <input type="checkbox"/> Thirty (30) meters <input checked="" type="checkbox"/> Other (<i>Describe below.</i>) <input type="checkbox"/> Pedestrian survey Interval: <input type="checkbox"/> Five (5) meters <input checked="" type="checkbox"/> Ten (10) meters <input type="checkbox"/> Other (<i>Describe below.</i>)	
<i>Describe methods.</i> Prior to the arrival at the extended project area, the excavation of additional shovel test probes was planned to investigate the added project area. However, due to the high level of disturbance associated with SR 149, there were no testable landforms and a visual inspection of the survey area was conducted by walking along the edge of the project area in two transects (out and back) on both sides of the road. During the previous investigation, the northern-most shovel test probe west of SR 149 was not excavated due to slope. This slope was created by a road cut associated with the construction of SR 149 and a concrete-lined road side ditch present between the road cut and SR 149. The concrete-lined ditch continued north and eventually ended at the rip-rap lined south bank of Salt Creek. The slope of the road cut eventually merged with the natural slope of the Salt Creek drainage which is located immediately adjacent to the waterway west of SR 149. On the east side of SR 149, the original project area and the previously excavated shovel test probes terminated at the north end of a natural terrace. Within the extended project area north of the last previously excavated STP, the natural slope of the terrace dropped off and merged with the slope associated with the artificial road side embankment made with fill to elevate SR 149 from the natural ground surface. This embankment continued to the north and until it ended at the concrete base of the bridge and the rip-rap lined south bank of Salt Creek.	
Shovel probes (<i>Check all that apply.</i>) <input type="checkbox"/> Shovel probes Interval: <input type="checkbox"/> Five (5) meters <input type="checkbox"/> Ten (10) meters <input type="checkbox"/> Fifteen (15) meters <input type="checkbox"/> Other (<i>Describe below.</i>)	

The standard is screened shovel probes using ¼" size mesh. If shovel probes were not screened, or a different size mesh was utilized, an explanation must be provided in the methods below.

Describe methods.

N/A

Cores / auger probes (Check all that apply.)

Cores / auger probes Interval: Five (5) meters Ten (10) meters Fifteen (15) meters Other (Describe below.)

The standard is screened cores / auger probes using ¼" size mesh. If cores / auger probes were not screened, or a different size mesh was utilized, an explanation must be provided in the methods below.

Describe methods.

N/A

Additional field investigation comments

Photographs documenting the Phase Ia field reconnaissance are attached (Appendix A).

RESULTS

Summary of relevant regional culture background

Archaeological sites are well-documented in Porter County, Indiana, with over 800 archaeological sites recorded (IDNR-DHPA 2007). The prehistoric occupation of Indiana is generally divided into four broad periods: Paleoindian, Archaic, Woodland, and Mississippian.

To date there are seven Paleoindian sites, over 70 Archaic period sites, 78 Woodland period sites, and approximately 12 sites affiliated with the Mississippian period recorded in Porter County (IDNR-DHPA 2007).

Approximately 20 percent of the recorded archaeological sites in Porter County have historic period components. These sites represent the introduction and perpetuation of European and early American settlement in the region. The majority of these sites consist of domestic, industrial, or commercial development associated with the historic growth of Porter County. Other commonly recorded site types include barns, bridges, burials, cabins, camps, farmsteads, refuse scatters, structures, taverns, villages, and isolate finds (IDNR-DHPA 2007).

Porter County was officially established in 1836. Similar to other counties in northwest Indiana, early settlement in Porter County was slow due to a lack of transportation routes (HLFI 1991). The marsh and swamp terrain throughout the southern half of the county also obstructed travel and settlement (HLFI 1991). The construction of the Michigan Central Railroad in the early 1850s provided the necessary access for settlement to develop. The railroad spurred growth in established towns such as Valparaiso. As cities began to grow, settlers began to disperse throughout the more rural parts of the county. Agriculture dominated Porter County's economy well into the twentieth century (HLFI 1991).

During the late nineteenth century, development in Chicago and other budding metropolises created markets for the sand that comprised the landscape of the Dunes area in the northern portion of the county. In addition, the combination of available land and proximity to seemingly unlimited amounts of clean water and easy access to major transportation routes, including water, rail and roads, made the Dunes area attractive to the oil and steel industries (Bringelson and Sturdevant 2007). Large scale modifications to the landscape related to the development of these industries began in the late 19th century and continued into the 20th century.

Transportation and recreation also played a major role in Porter County's economic development. In the early half of the twentieth century the construction of U.S. Route 12 and the Lincoln Highway (U.S. 30) opened the county to Chicago residents. These roads, as well as the established railroads, took travelers to the Indiana dunes and lakeshore (HLFI 1989). As a result, several resort communities were created along the shores of Lake Michigan. Towns such as Ogden Dunes, Dune Acres, and Beverly Shores were platted in the 1920s and 1930s (HLFI 1989).

Historic Maps Summary:

Four historic maps were referenced pertaining to the historic use of the survey area (Hardesty 1876, Lee & Lee 1895, USPO 1911, and Ogle 1921). As no buildings are located in proximity to the survey area, copies of these maps are not included in the current report.

The 1876 map of Liberty and Portage Township shows numerous environmental and cultural features. Blachly & Sons Mill Pond is depicted southeast of the survey area with numerous ephemeral streams extending outward. This map also depicts parcels with corresponding landowner information. Parcels associated with the current survey area are owned by A.K. Robbins and P. Staffer. No structures are shown within the survey area. Salt Creek is depicted along the northern terminus of the survey area and a road travels through the survey area in the location of SR 149 (Hardesty 1876).

The 1895 map of Liberty and Portage Township also exhibits environmental and cultural features. The survey area is shown as being owned by James B. Robbins and L.V. Robbins. No structures are mapped within the survey area, but two structures are mapped to the southeast on the L.V. Robbins property. A road travels through the survey area in the location of SR 149 (Lee & Lee 1895).

The 1911 map of Porter County shows no structures southeast of the survey area; however, a new structure adjacent to the survey area is now depicted to the southwest. Salt Creek is located at the northern terminus of the survey area (USPO 1911).

The 1921 map of Porter County shows the continued expansion of the towns, cities, roadways, and railways in the region. Parcels that intersect with the survey area belong to Bertha Andrews, and B.I. LaHoya. No structures are mapped within or adjacent to the survey area and it appears that the road associated with SR 149 is well established (Ogle 1921).

In addition, no NRHP-listed resources have been recorded within the 1.6 km (1.0 mi) study area and the IHSSI files, as available through the Indiana Historic Buildings, Bridges, and Cemeteries (IHBBC) map, indicates there are ten IHSSI-listed resources and one historic bridge within the 1.6 km (1 mi) study radius. The previously documented IHSSI structures consist of three cemeteries, five farms, a mill, and a house, none of which are located within or adjacent to the survey area.

Records check (Check all that apply.)

- The project area does not have the potential to contain archaeological resources. *Provide explanation / justification.*
- There are previously recorded archaeological resources within the project area, but those resources do not warrant additional archaeological investigation. *Provide explanation / justification.*
- The project area contains previously recorded archaeological resources that warrant additional investigation and/or the project area has the potential to contain archaeological resources. *Provide explanation / justification.*
- A cemetery is located within or adjacent to the project area.

Explanation / justification

The cultural context of the region suggests that additional, unidentified cultural resources persist in this area. Furthermore, the records check indicates that three previously identified archaeological sites and multiple historic structures are located within the 1.6 km (1 mi) study area.

Phase Ia archaeological reconnaissance (Check all that apply.)

- No Phase Ia reconnaissance was conducted.
- Phase Ia reconnaissance located no archaeological resources.
- Previously recorded sites were in the project area.
 - Artifacts and/or features at a previously recorded site(s) within the project area were not discovered. *List the site(s) below.*
- Phase Ia reconnaissance has identified landforms conducive to buried archaeological deposits. *Describe below.*

List sites.

N/A

Describe landforms.

N/A

Number of shovel probes excavated

0

Number of cores / auger probes

0

Describe disturbances. Attach photographs documenting disturbances.

The majority of the northern portion of the added survey area consisted of Salt Creek and the SR 149 bridge over the waterway. The remainder of the survey area was heavily disturbed by raised roadbed installation along the east side of SR 149, roadside drainage ditches and road cuts along the west side of SR 149, and the built-up rip-rap embankment associated with the original construction of the bridge over Salt Creek at the northern terminus of the survey area (Figure 4; Appendix A, Photos 1-4). East of SR 149 the original project area and the previously excavated shovel test probes terminated at the north end of the natural terrace. Within the extended project area to the north the natural slope of the terrace dropped down and merged with the slope associated with the artificial road side embankment made with fill to elevate SR 149 from the natural ground surface. This embankment continued to the north and until it ended at the concrete base of the bridge and the rip-rap lined south bank of Salt Creek. West of SR 149 a concrete-lined ditch continued north and eventually ended at the rip-rap lined south bank of Salt Creek. The slope of the road cut west of the ditch eventually merged with the natural slope of the Salt Creek drainage which is located immediately adjacent to the waterway west of SR 149.

Actual area surveyed (hectares) 0.2	Actual area surveyed (acres) 0.5
<i>Explain results of fieldwork.</i> Visual inspection of the area identified no artifacts or features. No archaeological sites or other cultural resources were documented as a result of this survey.	

RECOMMENDATIONS	
Records check (Check all that apply.) <input type="checkbox"/> No archaeological investigation is recommended before the project is allowed to proceed because the records check has determined that the project area does not have the potential to contain archaeological resources. <input type="checkbox"/> A Phase Ia archaeological reconnaissance is recommended. <input type="checkbox"/> A cemetery development plan may be required under Indiana Code 14-21-1-26.5 because project ground disturbance will be within 100 feet of a cemetery.	
Phase Ia archaeological reconnaissance (Check all that apply.) <input checked="" type="checkbox"/> It is recommended that the project be allowed to proceed as planned because the Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and/or previously recorded sites that were investigated warrant no additional investigation. <input type="checkbox"/> It is recommended that Phase Ic archaeological subsurface reconnaissance be conducted before the project is allowed to proceed. The Phase Ia archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits.	
Other recommendations / commitments During the course of the survey, no archaeological sites were encountered. Based on these findings, Cardno recommends that no further testing of the survey area be required for the proposed project to proceed as planned. Should the project footprint change, additional investigation may be required.	

Pursuant to IC-14-21-1, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.

REQUIRED ATTACHMENTS	
<input checked="" type="checkbox"/> Figure showing project location within Indiana <input checked="" type="checkbox"/> USGS topographic map showing the project area (1:24,000 scale) <input checked="" type="checkbox"/> Aerial photograph showing the project area, land use and survey methods <input checked="" type="checkbox"/> Photographs of the project area, including, if applicable, photographs documenting disturbances <input type="checkbox"/> Project plans (if available)	
Other attachments	
References cited (See short report instructions for required references to be consulted.) Bringelson, Dawn and Jay T. Sturdevant 2007 An Archaeological Overview and Assessment of Indiana Dunes National Lakeshore, Indiana. Midwest Archaeological Center Technical Report No. 97. United States Department of the Interior, National Park Service, Midwest Archaeological Center. Copy on file at the Indiana Department of Natural Resources- Division of Historic Preservation and Archaeology. DeRegnaucourt, Robert A. 1983 Archaeological Reconnaissance of Project MN-359(A), Improvement of the Intersection of S.R. 149 and U.S. 6 Near Valparaiso in Porter County, Indiana. Prepared by Robert A. DeRegnaucourt. Prepared for the Indiana Department of Highways. Copy on file at the Indiana Department of Natural Resources-Division of Historic Preservation and Archaeology. Hardesty, H.H. 1876 Hardesty's Atlas of Porter County, Indiana. Electronic copy, www.historicmapworks, accessed August 2021. Used with permission. Historic Landmarks Foundation of Indiana (HLFI) 1989 LaPorte County Interim Report: Indiana Historic Sites and Structures Inventory. Indianapolis: Historic Landmarks Foundation of Indiana. 1991 Porter County Interim Report: Indiana Historic Sites and Structures Inventory. Copy on file at the Department of Natural Resources- Division of Historic Preservation and Archaeology, Indianapolis. Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR, DHPA) 2007 State Historic Architectural and Archaeological Research Database (SHAARD). Electronic document, https://secure.in.gov/apps/dnr/shaard/welcome.html , accessed August 2021.	

APPENDIX E

Hazardous Materials



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216 (317) 232-5348 FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Date: May 20, 2020

To: Site Assessment & Management (SAM)
Environmental Policy Office - Environmental Services Division
Indiana Department of Transportation
100 N Senate Avenue, Room N642
Indianapolis, IN 46204

From: C.J. Cunningham
The Troyer Group (on behalf of INDOT, LaPorte District)
550 Union Street
Mishawaka, IN
cjc@troyergroup.com

Re: RED FLAG INVESTIGATION
DES #1600701, State Project
Turn Lane Additions
SR 149 at Robbins Rd (CR 875)
Porter County, Indiana

PROJECT DESCRIPTION

Brief Description of Project:

The project, sponsored by INDOT LaPorte District, is located along SR 149 at the intersection with Robbins Rd (CR 875), 0.75 mi. north of US 6, in Porter County. The existing intersection is stop-controlled along Robbins Rd (CR 875) and free-flow traffic along SR 149. The current intersection is experiencing mainline crashes due to lack of left-turn lanes and the minor road has difficulty pulling out across SR 149 due to poor sight distance to the north, resulting in crashes. There is concern that if no action is taken, rear-end and right-angle crashes will persist. The proposed scope of work for the project is to provide left-turn lanes on SR 149. In addition to the left-turn lane the sight distance will be increased to the north by changing the SR 149 vertical alignment.

Bridge and/or Culvert Project: Yes No Structure # _____

If this is a bridge project, is the bridge Historical? Yes No , Select Non-Select

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Proposed right of way: Temporary # Acres _____ Permanent # Acres <0.5 acres

Type of excavation: Excavation work will be necessary for grading associated with the new turn lane, adjustment of the vertical alignment, and construction of realigned roadside drainage swales. Maximum depth of excavation will be approximately 6-8'.

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Maintenance of traffic: Traffic is anticipated to be maintained on SR 149 via lane restrictions demarcated by barrier walls or traffic drums. If construction phasing will not permit this, a detour will be necessary.

Work in waterway: Yes No Above ordinary high water mark: Yes No

State Project: LPA:

Any other factors influencing recommendations:

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	1	Recreational Facilities	N/A
Airports ¹	N/A	Pipelines	3
Cemeteries	2	Railroads	N/A
Hospitals	N/A	Trails	N/A
Schools	N/A	Managed Lands	N/A

¹In order to complete the required airport review, a review of public airports within 3.8 miles (20,000 feet) is required.

Explanation:

Religious Facilities – One (1) religious facility is located within the 0.5 mile search radius. Incorrectly mapped 0.29 mile north of the project area, the religious facility is actually located 0.40 mile north of the project area. No impact is expected.

Cemeteries – Two (2) cemeteries are located within the 0.5 mile search radius. The nearest cemetery is located 0.10 mile northeast of the project area. No impact is expected.

Pipelines – Three (3) pipeline segments are located within the 0.5 mile search radius. The Marathon Pipe Line Co. and Northern Indiana Public Service Co. pipelines are located within the project area. Coordination with INDOT Utilities and Railroads should occur.

WATER RESOURCES TABLE AND SUMMARY

Water Resources			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	N/A	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	16
Canal Structures – Historic	N/A	Lakes	6
NPS NRI Listed	N/A	Floodplain - DFIRM	10
NWI-Lines	2	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	2	Sinkhole Areas	N/A
Rivers and Streams	6	Sinking-Stream Basins	N/A

Explanation:

NWI-Lines – Two (2) NWI-Lines are located within the 0.5 mile search radius. The nearest NWI-Line is located 0.24 mile southeast of the project area. No impact is expected.

IDEM 303d Listed Streams and Lakes (Impaired) – Two (2) 303d listed streams and lakes are located within the 0.5 mile search radius. The nearest 303d listed stream is located 0.35 mile southeast of the project area. No impact is expected.

Rivers and Streams – Six (6) river and stream segments are located within the 0.5 mile search radius. The nearest river and stream segment is located 0.01 mile northeast of the project area. No impact is expected.

NWI -Wetlands – Sixteen (16) wetlands are located within the 0.5 mile search radius. One wetland is located adjacent to the west of the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Lakes – Six (6) lake polygons are located within the 0.5 mile search radius. The nearest lake polygon is located 0.07 mile north of the project area. No impact is expected.

Floodplain – DFIRM – Ten (10) floodplain polygons are located within the 0.5 mile search radius. One (1) floodplain polygon is located adjacent to the north of the project area. Coordination with INDOT ES Ecology and Waterway Permitting will occur.

URBANIZED AREA BOUNDARY SUMMARY

Explanation:

This project lies within the Porter County UAB. Post construction Storm Water Quality Best Management Practices (BMPs) may need to be considered. An early coordination letter with topographic and aerial maps showing the project area should be sent to the Porter County MS4 Coordinator at 155 Indiana Avenue, Suite 311, Valparaiso IN, 46383.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	N/A	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation:

There are no Mining and Mineral resources of concern in the project area.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	N/A	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	N/A	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A

Underground Storage Tank (UST) Sites	N/A	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	N/A
Construction Demolition Waste	N/A	Institutional Controls	N/A
Solid Waste Landfill	N/A	NPDES Facilities	N/A
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage (LUST) Sites	N/A	Notice of Contamination Sites	N/A

Explanation:

There are no Hazardous Materials concerns in the project area.

ECOLOGICAL INFORMATION SUMMARY

The LaPorte County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted. A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects."

An inquiry using the USFWS Information for Planning and Consultation (IPaC) website did not indicate the presence of the federally endangered species, the Rusty Patched Bumblebee, in or within 0.5 mile of the project area. No impact is expected.

RECOMMENDATIONS SECTION

Include recommendations from each section. If there are no recommendations, please indicate N/A:

INFRASTRUCTURE:

Pipelines: The Marathon Pipe Line Co. and Northern Indiana Public Service Co. pipelines are located within the project area. Coordination with INDOT Utilities and Railroads should occur.

WATER RESOURCES:

- The presence of the following water resources will require the preparation of a Waters of the US Report and coordination with INDOT ES Ecology and Waterway Permitting:
 - One wetland is located adjacent to the west of the project area
- One floodplain polygon is located adjacent to the north of the project area. Coordination with INDOT ES Ecology and Waterway Permitting will occur.

URBANIZED AREA BOUNDARY:

- This project lies within the Porter County UAB. Post construction Storm Water Quality Best Management Practices (BMPs) may need to be considered. An early coordination letter with topographic and aerial maps showing the project area should be sent to the Porter County MS4 Coordinator at 155 Indiana Avenue, Suite 311, Valparaiso IN, 46383.

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS: N/A

ECOLOGICAL INFORMATION:

- Coordination with USFWS and IDNR will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

INDOT Environmental Services concurrence: Aaron Aldred Digitally signed by Aaron Aldred
Date: 2020.05.21 11:03:08 -04'00' (Signature)

Prepared by:
C.J. Cunningham
Manager - Environmental Services
Troyer Group

Graphics:

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES

INFRASTRUCTURE: YES

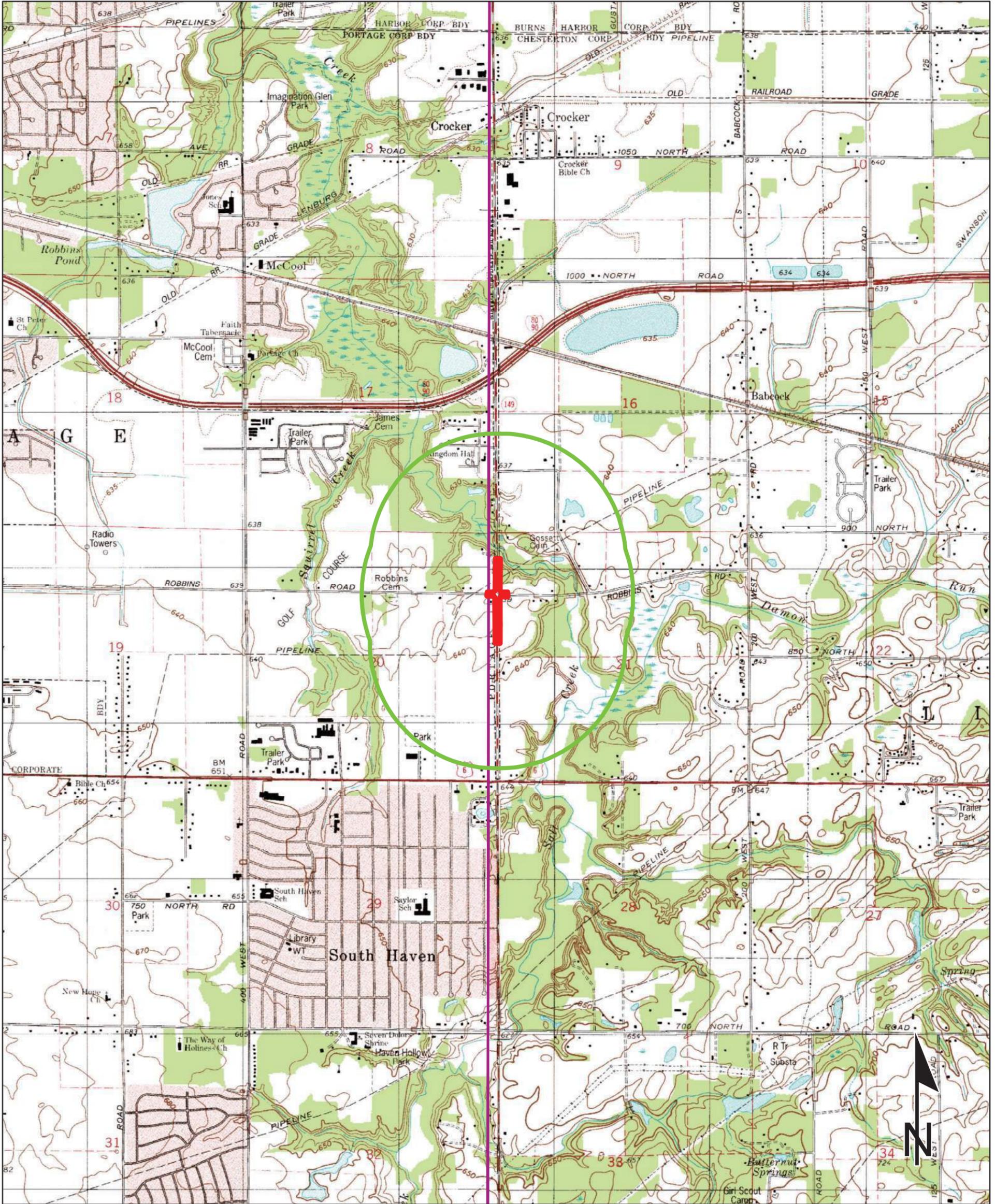
WATER RESOURCES: YES

URBANIZED AREA BOUNDARY: YES

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS: N/A

Red Flag Investigation - Site Location SR 149 at Robbins Rd (CR 875) Intersection Des. No.1600701, Turn Lane Additions Porter County, Indiana



Sources: 0.5 0.25 0 0.5 Miles
 Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

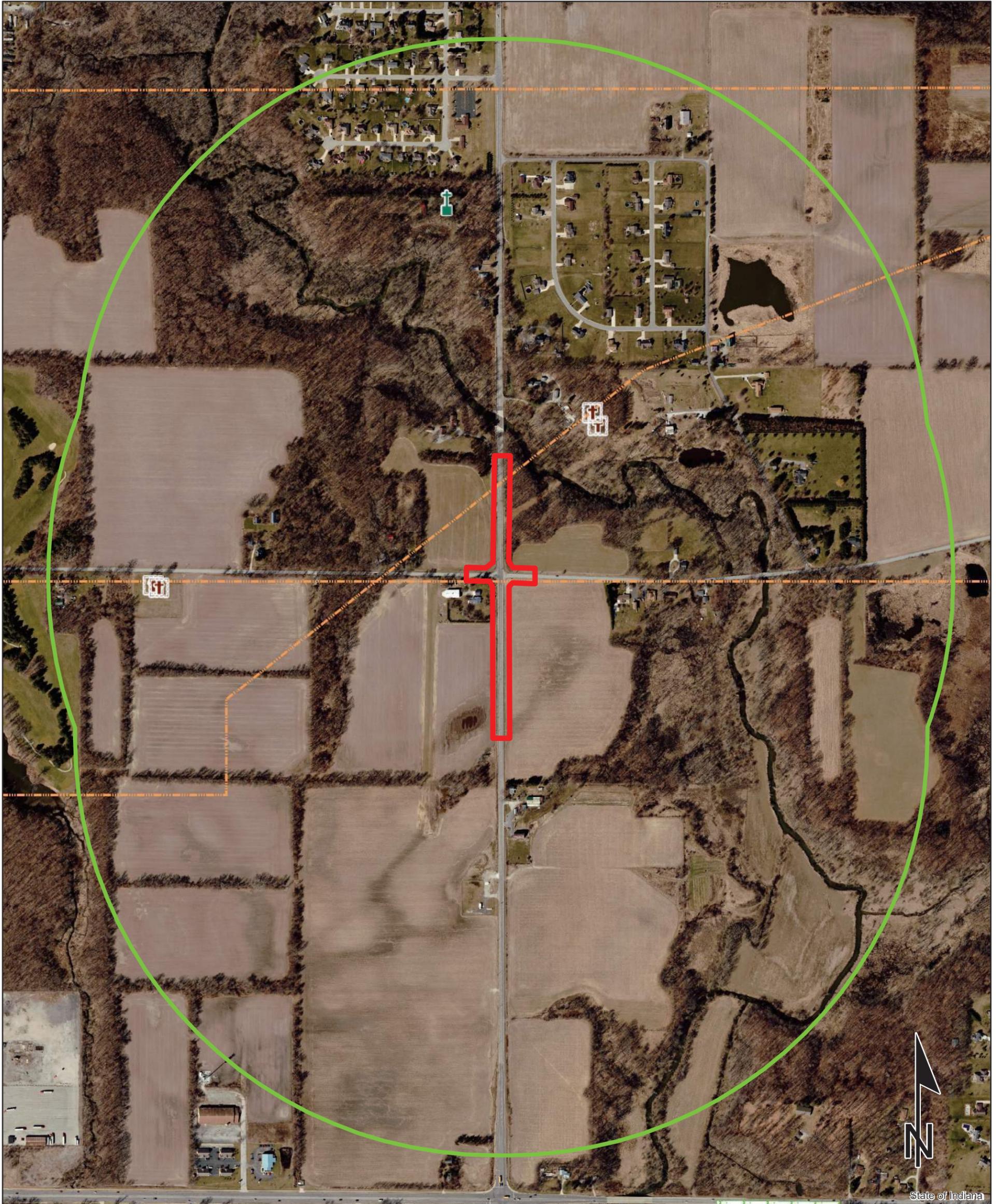
**CHESTERTON AND PORTAGE
 QUADRANGLES
 INDIANA
 7.5 MINUTE SERIES**

Red Flag Investigation - Infrastructure

SR 149 at Robbins Rd (CR 875) Intersection

Des. No.1600701, Turn Lane Additions

Porter County, Indiana



State of Indiana

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.



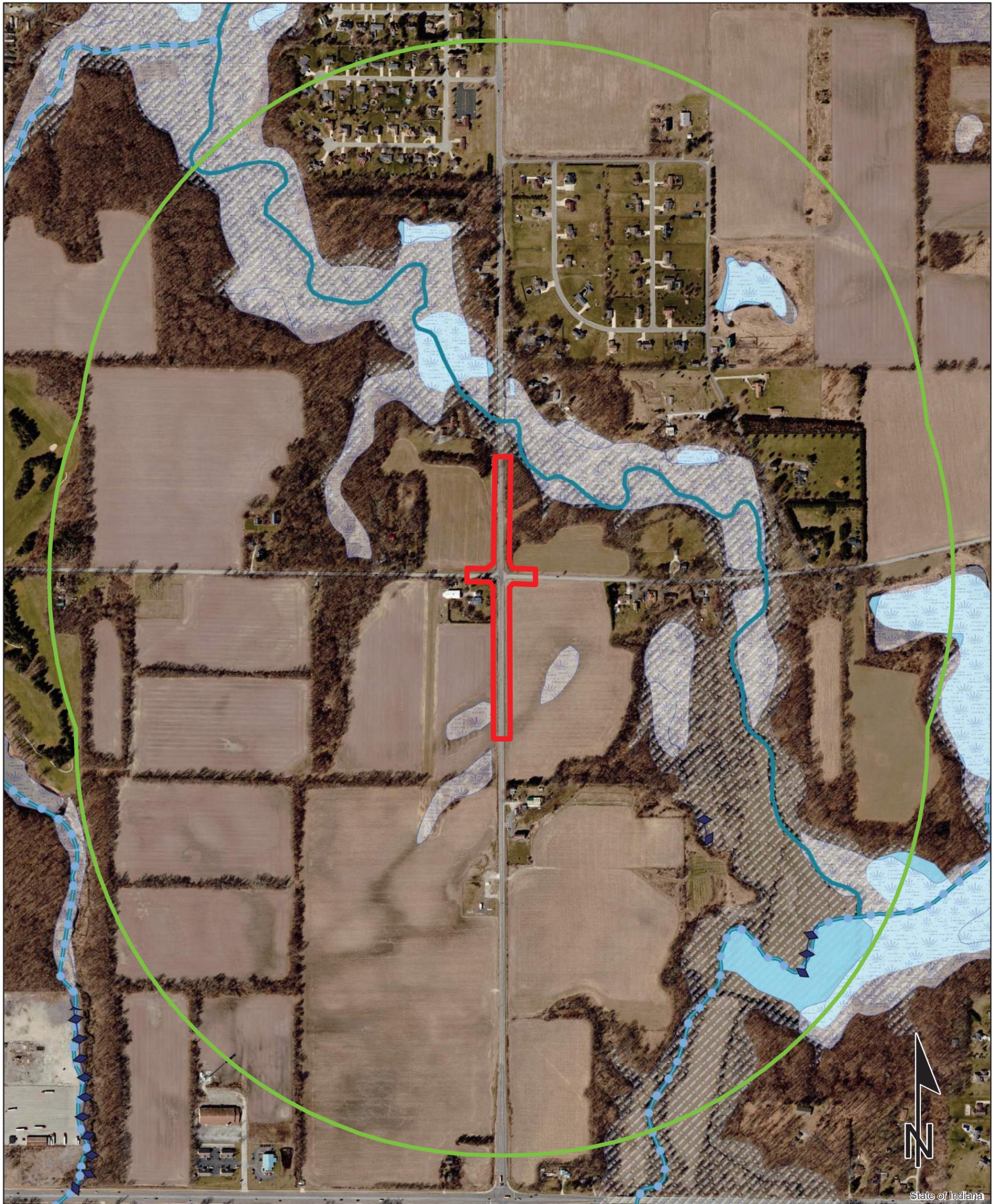
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources

SR 149 at Robbins Rd (CR 875) Intersection

Des. No.1600701, Turn Lane Additions

Porter County, Indiana



State of Indiana

Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
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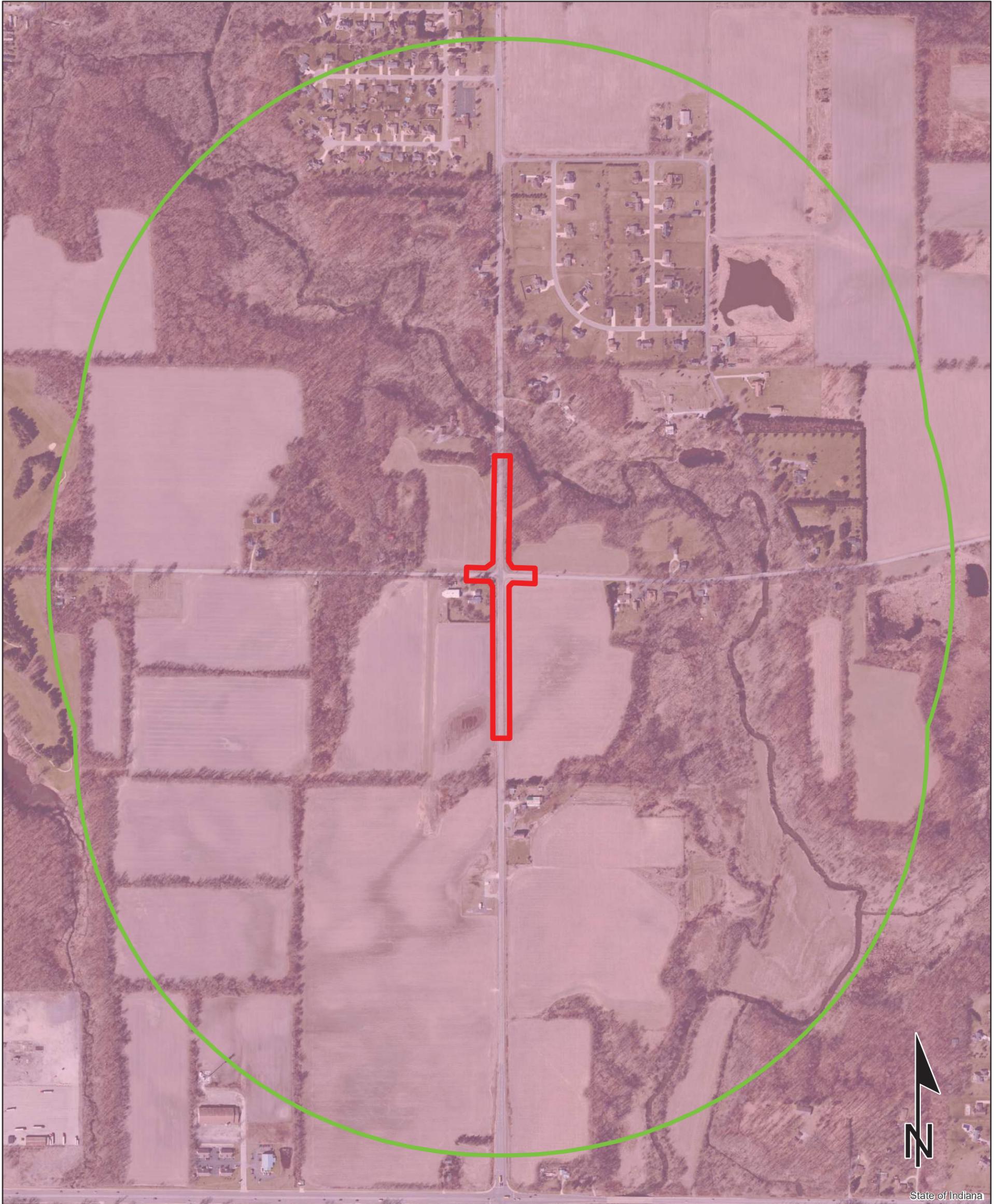
NWI - Point	Wetlands	Project Area
Karst Spring	Lake	Half Mile Radius
NWI - Line	Floodplain - DFIRM	Toll
Impaired_Stream_Lake	Cave Entrance Density	Interstate
NPS NRI listed	Sinkhole Area	State Route
River	Sinking-Stream Basin	US Route
Canal Structure - Historic	County Boundary	Local Road
Canal Route - Historic		

Red Flag Investigation - Urbanized Area Boundary

SR 149 at Robbins Rd (CR 875) Intersection

Des. No.1600701, Turn Lane Additions

Porter County, Indiana



State of Indiana

Sources:

Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library

Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.



Indiana County Endangered, Threatened and Rare Species List
County: Porter



Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
<i>Alasmidonta viridis</i>	Slippershell Mussel		SSC	G4G5	S3
<i>Eurynia dilatata</i>	Spike		SSC	G5	S4
<i>Plethobasus cyphus</i>	Sheepnose	LE	SE	G3	S1
<i>Venustaconcha ellipsiformis</i>	Ellipse			G4	S2
<i>Villosa iris</i>	Rainbow		SSC	G5	S3
Insect: Coleoptera (Beetles)					
<i>Nicrophorus americanus</i>	American Burying Beetle	LE	SX	G3	SX
Insect: Diptera					
<i>Mydas tibialis</i>	Golden Legged Mydas Fly		ST	GNR	S1S2
Insect: Homoptera					
<i>Bruchomorpha dorsata</i>			SR	GNR	S2
<i>Bruchomorpha oculata</i>			SR	GNR	SNR
<i>Chlorotettix fallax</i>	Deceptive Chlorotettix Leafhopper		SR	GNR	S1S2
<i>Cosmotettix bilineatus</i>	Two-lined cosmottettix		SR	GNR	S1S2
<i>Flexamia pyrops</i>	The Long-nose Three-awn Leafhopper		ST	GNR	S1
<i>Flexamia reflexus</i>	Indiangrass Flexamia		SR	GNR	S1S2
<i>Graminella mohri</i>	Mohr's Switchgrass Leafhopper		SE	GNR	S1
<i>Mesamia nigridorsum</i>	Black-banded Sunflower Leafhopper		WL	GNR	S2S3
<i>Mesamia straminea</i>	Helianthus Leafhopper		SE	GNR	S1
<i>Philaenarcys killa</i>	Great Lakes dune spittlebug		SR	GNR	S2S3
<i>Polyamia caperata</i>	Little Bluestem Polyamia		SR	GNR	S2
<i>Polyamia herbida</i>	The Prairie Panic Grass Leafhopper		ST	GNR	S2
<i>Polyamia obtecta</i>	Sand Panic Grass Leafhopper		WL	GNR	S2S3
<i>Prairiana kansana</i>	The Kansas Prairie Leafhopper		SE	GNR	S1
<i>Prosapia ignipectus</i>	Red-legged Spittle Bug		SR	G4	S2
Insect: Lepidoptera (Butterflies & Moths)					
<i>Acleris curvalana</i>	Blueberry Leaf-tier		SR	GNR	SNR
<i>Acleris semipurpurana</i>	Oak Leaf-tier Moth		SR	GNR	SNR
<i>Aethes patricia</i>			SE	G3G4	S1
<i>Agrotis stigmata</i>	Spotted Dart Moth		ST	G4	S1S2
<i>Agrotis vetusta</i>	Old Man Dart		SR	G5	S2
<i>Ancylis semiovana</i>			SR	GNR	S2S3
<i>Apamea burgessi</i>	A Noctuid Moth		ST	G4	S1
<i>Apamea indocilis</i>	The Spastic Apamea		ST	G5	S1S3
<i>Apamea lutosa</i>	Opalescent Apamea		SE	GNR	S1
<i>Apamea nigrior</i>	Black-dashed Apamea		SR	G5	S2S3

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long-term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long-term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Indiana County Endangered, Threatened and Rare Species List

County: Porter



Species Name	Common Name	FED	STATE	GRANK	SRANK
<i>Apamea relicina</i>	A Noctuid Moth		ST	G4	S1S2
<i>Apantesis virguncula</i>	Little Virgin Tiger Moth		SR	G5	S1S2
<i>Atrytonopsis hianna</i>	Dusted Skipper		ST	G4G5	S2S3
<i>Boloria selene myrina</i>	Silver-bordered Fritillary		ST	G5T5	S2S3
<i>Boloria selene nebraskensis</i>	The Nebraska Silver Bordered Fritillary		SE	G5T3T4	S2S3
<i>Callophrys irus</i>	Frosted Elfin	C	SE	G3	S1S2
<i>Callophrys polios</i>	Hoary Elfin		SX	G5	SX
<i>Capis curvata</i>	Curved Halter Moth		ST	G5	S2S3
<i>Caradrina meralis</i>	The Rare Sand Quaker		ST	G5	S2
<i>Caradrina multifer</i>	Dune rustic		ST	GNR	S1S2
<i>Catocala gracilis</i>	Graceful Underwing		SR	G5	S2S3
<i>Catocala praeclara</i>	Praeclara Underwing		SR	G5	S2S3
<i>Chrysanympa formosa</i>	The Huckleberry Looper Moth		SR	G5	S1S3
<i>Coenochroa bipunctella</i>	Sand Dune Panic Grass Moth		SR	GNR	S2S3
<i>Coenochroa illibella</i>	Dune Panic Grass Moth		SR	GNR	S2S3
<i>Crambus bidens</i>	Forked Grass-veneer		SR	GNR	SNR
<i>Crambus girardellus</i>	Orange-striped Sedge Moth		SR	GNR	S2S3
<i>Cyclophora pendulinaria</i>	Sweetfern Geometer		SR	G5	SNR
<i>Cyenia collaris</i>			ST	G4	S2S3
<i>Dargida rubripennis</i>	The Pink Streak		ST	G3G4	S1
<i>Dichagyris acclivis</i>	A Noctuid Moth		ST	G4G5	S2
<i>Digrammia eremiata</i>	The Goat's Rue Looper		SR	G4	S2S3
<i>Erynnis martialis</i>	Mottled Duskywing		WL	G3	S3
<i>Erynnis persius persius</i>	Persius Duskywing		SE	G5T1T3	S1
<i>Eubaphe meridiana</i>	Little Beggar Moth		SR	G4	S2
<i>Euchloe olympia</i>	Olympia Marble		ST	G5	S2S3
<i>Eucoptocnemis fimbriaris</i>	Fringed Dart		ST	G4	S1
<i>Eucosma ochroterminana</i>	Buff-tipped Eucosma		SR	GNR	SNR
<i>Eucosma ornatula</i>			SR	GNR	SNR
<i>Eucosma striatana</i>	Striated Eucosma		SR	G5	SNR
<i>Euphyes bimacula</i>	Two-spotted Skipper		ST	G4	S1S2
<i>Euxoa albipennis</i>	White-striped Dart		SR	G4G5	S1S3
<i>Euxoa aurulenta</i>	Dune Cutworm		ST	G5	S2
<i>Fagitana littera</i>	The Marsh Fern Moth		ST	G4	S1S2
<i>Feltia manifesta</i>	The Record Keeper Moth		SR	G4	S3S4
<i>Grammia anna</i>	Anna's tiger moth		SR	G5	S2S3
<i>Grammia figurata</i>	The Figured Grammia		SR	G5	S2S3
<i>Grammia phyllira</i>	The Sand Barrens Grammia		SR	G4	S2S3

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
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GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long-term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long-term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Indiana County Endangered, Threatened and Rare Species List

County: Porter



Species Name	Common Name	FED	STATE	GRANK	SRANK
<i>Hadena capsularis</i>	The Starry Campion Capsule Moth		SR	G5	S1S2
<i>Hadena ectypa</i>	The Starry Campion Moth		ST	G3G4	S1S3
<i>Hemaris gracilis</i>	The Blueberry Clearwing Sphinx		SR	G3G4	S1S2
<i>Hesperia leonardus</i>	Leonard's Skipper		ST	G4	S2S3
<i>Lesmone detrahens</i>	Detracted Owlet		SR	G5	S2
<i>Lethe eurydice fumosus</i>	Smoky-eyed Brown		SE	G5T3T4	S1
<i>Leucania amygdalina</i>	Salt Marsh Wainscot		SR	GNR	S2
<i>Leucania inermis</i>	Unarmed Wainscot		SR	G5	S2S3
<i>Lycaeides melissa samuelis</i>	Karner Blue	LE	SE	G2	S1
<i>Lycaena helloides</i>	Purplish Copper		ST	G5	S2S3
<i>Macalla zelleri</i>	Zeller's Macalla		SR	GNR	SNR
<i>Macrochilo absorptalis</i>	Slant-lined Owlet		SR	G4G5	S2S3
<i>Macrochilo hypocritalis</i>	Twin-dotted Macrochilo		SR	G4	S2
<i>Macrochilo louisiana</i>	Louisiana Macrochilo		ST	G4	S1S2
<i>Melanchra assimilis</i>	Black Arches Moth		SE	G5	S1S2
<i>Melanomma auricinctaria</i>	Huckleberry Eye-spot Moth		SR	G4	S2S3
<i>Meropleon ambifusca</i>	Newman's Brocade		ST	G3G4	S1S2
<i>Meropleon diversicolor</i>	Multicolored Sedgeminer		SR	G5	S2S3
<i>Metanema determinata</i>	Dark Metanema		SR	G5	SNR
<i>Metanema inatomaria</i>	Pale Metanema		SR	G5	SNR
<i>Nola cilicoides</i>	Blurry-patched Nola Moth		SR	G5	SNR
<i>Nola pustulata</i>	Sharp-blotched Nola		SR	G4	SNR
<i>Odontosia elegans</i>	Elegant Prominent		SR	G5	S1S2
<i>Oligia obtusa</i>	A Noctuid Moth		SE	G4	S1
<i>Paectes abrostolella</i>	The Barrens Paectes Moth		SR	G4	S2S3
<i>Papaipema cerina</i>	Golden Borer Moth		ST	G2G4	S1
<i>Papaipema leucostigma</i>	Columbine Borer		ST	G4G5	S1S2
<i>Papaipema lysimachiae</i>	The St. John's Wort Borer Moth		SR	G4G5	S1S3
<i>Papaipema maritima</i>	The Giant Sunflower Borer Moth		ST	G3	S2
<i>Papaipema silphii</i>	Silphium Borer Moth		ST	G3G4	S2
<i>Papaipema speciosissima</i>	The Royal Fern Borer Moth		ST	G4	S2S3
<i>Parasa indetermina</i>	Stinging Rose Caterpillar Moth		SR	G4	S1S2
<i>Peoria gemmatella</i>	Gemmed Cordgrass Borer		SE	GNR	S1
<i>Peoria tetradella</i>			SR	GNR	SNR
<i>Photodes enervata</i>	The Many-lined Cordgrass Moth		ST	G4	S1
<i>Photodes inops</i>	Spartina Borer Moth		SR	G3G4	S2S3
<i>Poanes viator viator</i>	Big Broad-winged Skipper		ST	G5T4	S2
<i>Polygonia progne</i>	Gray Comma		ST	G5	S2S3
<i>Problema byssus</i>	Bunchgrass Skipper		ST	G4	S1S2

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<i>Protorthodes incincta</i>	Saturn quaker		SR	GNR	S2
<i>Pygarctia spraguei</i>	Sprague's Pygartic		SR	G5	S1S2
<i>Pyla arenaeola</i>	A Pyralid Moth		SE	GNR	S1
<i>Pyrausta laticlavia</i>	The Southern Purple Mint Moth		SR	GNR	S1S2
<i>Resapamea stipata</i>	The Four-lined Cordgrass Borer		SE	G4	S1
<i>Schinia indiana</i>	Phlox Moth		SE	G2G4	S1
<i>Schinia septentrionalis</i>	Northern Flower Moth		SR	G3G4	S2S3
<i>Sciota dammersi</i>	Leadplant Leafwebber Moth		SE	GNR	S1
<i>Scirpophaga perstrialis</i>	Reed-boring Crambid Moth		SR	GNR	SNR
<i>Sitochroa dasconalis</i>	Pearly Indigo Borer		ST	GNR	S1S2
<i>Sphinx luscitiosa</i>	The Luscious Willow Sphinx		SR	G4G5	S1S2
<i>Tampa dimediatella</i>	Red-striped Panic Grass Moth		ST	GNR	S2S3
<i>Tricholita notata</i>	Marked Noctuid		ST	G5	S1S2
<i>Virbia opella</i>	Tawny Virbia		SR	G5	S2S3
<i>Zomaria interruptolineana</i>	Broken-lined Zomaria		SR	GNR	SNR
Insect: Odonata (Dragonflies & Damselflies)					
<i>Rhionaeschna mutata</i>	Spatterdock Darner		ST	G4	S2S3
<i>Sympetrum semicinctum</i>	Band-winged Meadowhawk		SR	G5	S2S3
Insect: Orthoptera					
<i>Chloealtis conspersa</i>	Sprinkled Locust		SR	G5	S2S3
<i>Conocephalus saltans</i>	Prairie Meadow Katydid		SR	G5	S1S2
<i>Hesperotettix viridis pratensis</i>	Snakeweed Grasshopper		SR	G5T5	S1S2
<i>Melanoplus viridipes viridipes</i>	Green-legged Spur-throated Grasshopper		SR	G4	S2
<i>Neoconocephalus exiliscanorus</i>	Slightly Musical Conehead		SR	GNR	SNR
<i>Neoconocephalus nebrascensis</i>	Nebraska Conehead		SR	GNR	S1S2
<i>Orphulella pelidna</i>	Spotted-wing Grasshopper		SE	G5	S1
<i>Pseudopomala brachyptera</i>	Bunch Grass Locust		ST	G5	S1
<i>Psinidia fenestralis</i>	Sand Locust		SR	G5	S2
<i>Trimerotropis maritima</i>	Seaside Grasshopper		ST	G5	S1S2
Fish					
<i>Acipenser fulvescens</i>	Lake Sturgeon		SE	G3G4	S1
<i>Rhinichthys cataractae</i>	Longnose Dace		SSC	G5	S2
Amphibian					
<i>Ambystoma laterale</i>	Blue-spotted Salamander		SSC	G5	S2
<i>Hemidactylum scutatum</i>	Four-toed Salamander		SSC	G5	S2
<i>Necturus maculosus</i>	Common mudpuppy		SSC	G5	S2
Reptile					
<i>Clemmys guttata</i>	Spotted Turtle	C	SE	G5	S2
<i>Clonophis kirtlandii</i>	Kirtland's Snake		SE	G2	S2

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<i>Emydoidea blandingii</i>	Blanding's Turtle	C	SE	G4	S2
<i>Kinosternon subrubrum subrubrum</i>	Eastern Mud Turtle		SE	G5T5	S2
<i>Opheodrys vernalis</i>	Smooth Green Snake		SE	G5	S2
<i>Sistrurus catenatus</i>	Eastern Massasauga	LT	SE	G3	S2
<i>Thamnophis butleri</i>	Butler's Garter Snake		SE	G4	S1
<i>Thamnophis proximus proximus</i>	Western Ribbon Snake		SSC	G5T5	S3
Bird					
<i>Ammodramus henslowii</i>	Henslow's Sparrow		SE	G4	S3B
<i>Ardea alba</i>	Great Egret		SSC	G5	S1B
<i>Asio otus</i>	Long-eared Owl			G5	S2
<i>Bartramia longicauda</i>	Upland Sandpiper		SE	G5	S3B
<i>Botaurus lentiginosus</i>	American Bittern		SE	G5	S2B
<i>Buteo platypterus</i>	Broad-winged Hawk		SSC	G5	S3B
<i>Circus hudsonius</i>	Northern Harrier		SE	G5	S2
<i>Cistothorus palustris</i>	Marsh Wren		SE	G5	S3B
<i>Cistothorus platensis</i>	Sedge Wren		SE	G5	S3B
<i>Dendroica virens</i>	Black-throated Green Warbler			G5	S2B
<i>Empidonax alnorum</i>	Alder Flycatcher			G5	S2B
<i>Falco peregrinus</i>	Peregrine Falcon		SSC	G4	S2B
<i>Gallinula galeata</i>	Common gallinule		SE	G5	S3B
<i>Haliaeetus leucocephalus</i>	Bald Eagle		SSC	G5	S2
<i>Ixobrychus exilis</i>	Least Bittern		SE	G4G5	S3B
<i>Lanius ludovicianus</i>	Loggerhead Shrike		SE	G4	S3B
<i>Mniotilta varia</i>	Black-and-white Warbler		SSC	G5	S1S2B
<i>Nycticorax nycticorax</i>	Black-crowned Night-heron		SE	G5	S1B
<i>Rallus elegans</i>	King Rail		SE	G4	S1B
<i>Rallus limicola</i>	Virginia Rail		SE	G5	S3B
<i>Setophaga cerulea</i>	Cerulean Warbler		SE	G4	S3B
<i>Setophaga citrina</i>	Hooded Warbler		SSC	G5	S3B
<i>Sturnella neglecta</i>	Western Meadowlark		SSC	G5	S2B
<i>Vermivora chrysoptera</i>	Golden-winged Warbler	C	SE	G4	S1B
<i>Wilsonia canadensis</i>	Canada Warbler			G5	S2B
Mammal					
<i>Lasiurus borealis</i>	Eastern Red Bat		SSC	G3G4	S4
<i>Lasiurus cinereus</i>	Hoary Bat		SSC	G3G4	S4
<i>Mustela nivalis</i>	Least Weasel		SSC	G5	S2?
<i>Myotis lucifugus</i>	Little Brown Bat	C	SE	G3	S2
<i>Myotis septentrionalis</i>	Northern Long Eared Bat	LT	SE	G1G2	S2S3
<i>Myotis sodalis</i>	Indiana Bat	LE	SE	G2	S1
<i>Perimyotis subflavus</i>	Tricolored Bat		SE	G2G3	S2S3

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<i>Reithrodontomys megalotis</i>	Western Harvest Mouse			G5	S2
<i>Spermophilus franklinii</i>	Franklin's Ground Squirrel		SE	G5	S2
<i>Taxidea taxus</i>	American Badger		SSC	G5	S2
Vascular Plant					
<i>Actaea rubra ssp. rubra</i>	red baneberry		ST	G5T5	S1?
<i>Amelanchier humilis</i>	running serviceberry		SE	G5	S1
<i>Aralia hispida</i>	bristly sarsaparilla		SE	G5	S1
<i>Arctostaphylos uva-ursi</i>	bearberry		ST	G5	S3
<i>Aristida longespica var. geniculata</i>	slim-spike three-awn grass		WL	G5T5?	S3
<i>Aristida tuberculosa</i>	seabeach needlegrass		ST	G5	S3
<i>Betula populifolia</i>	gray birch		WL	G5	S1
<i>Bidens beckii</i>	Beck's water-marigold		SE	G5	S1
<i>Botrychium matricariifolium</i>	chamomile grape-fern		ST	G5	S3
<i>Botrychium simplex</i>	least grape-fern		SE	G5	S1
<i>Brachyelytrum aristosum</i>	northern shorthusk		SE	G5	S1
<i>Buchnera americana</i>	bluehearts		SE	G5?	S1
<i>Carex alata</i>	broadwing sedge		WL	G5	S3
<i>Carex alopecoidea</i>	foxtail sedge		SE	G5	S1
<i>Carex atherodes</i>	awned sedge		SE	G5	S1
<i>Carex atlantica ssp. atlantica</i>	Atlantic sedge		SE	G5T5	S1
<i>Carex atlantica ssp. capillacea</i>	Howe's sedge		SE	G5T5?	S1
<i>Carex aurea</i>	golden-fruited sedge		ST	G5	S3
<i>Carex brunnescens</i>	brownish sedge		ST	G5	S2
<i>Carex castanea</i>	chestnut colored sedge		SE	G5	SU
<i>Carex cephaloidea</i>	thinleaf sedge		ST	G5	S2
<i>Carex conoidea</i>	prairie gray sedge		ST	G5	S2
<i>Carex debilis var. rudgei</i>	white-edge sedge		WL	G5T5	S3
<i>Carex eburnea</i>	ebony sedge		ST	G5	S3
<i>Carex echinata</i>	little prickly sedge		SE	G5	S1
<i>Carex flava</i>	yellow sedge		ST	G5	S2
<i>Carex folliculata</i>	long sedge		ST	G5	S3
<i>Carex garberi</i>	elk sedge		SE	G5	S1
<i>Carex leptonervia</i>	finely-nerved sedge		SE	G5	S1
<i>Carex limosa</i>	mud sedge		SE	G5	S1
<i>Carex pedunculata</i>	longstalk sedge		WL	G5	S3
<i>Carex projecta</i>	necklace sedge		SE	G5	SU
<i>Carex seorsa</i>	weak stellate sedge		ST	G5	S3
<i>Chimaphila umbellata ssp. cisatlantica</i>	pipsissewa		SE	G5T5	S1
<i>Chrysosplenium americanum</i>	American golden-saxifrage		ST	G5	S2
<i>Circaea alpina</i>	small enchanter's nightshade		SX	G5	SX

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<i>Cirsium hillii</i>	Hill's thistle		SE	G3	S1
<i>Cirsium pitcheri</i>	dune thistle	LT	SE	G2G3	S1
<i>Clintonia borealis</i>	Clinton's lily		SE	G5	S1
<i>Cornus amomum ssp. amomum</i>	silky dogwood		SE	G5	S1
<i>Cornus canadensis</i>	bunchberry		SE	G5	S1
<i>Cornus rugosa</i>	roundleaf dogwood		ST	G5	S3
<i>Cyperus houghtonii</i>	Houghton's nutsedge		SE	G4?	S2
<i>Cypripedium candidum</i>	small white lady's-slipper		ST	G4	S3
<i>Cypripedium parviflorum var. makasin</i>	small yellow lady's-slipper		ST	G5T4T5	S3
<i>Dactylorhiza viridis</i>	long-bract green orchid		SE	G5	S1
<i>Danthonia compressa</i>	flattened oatgrass		SE	G5	SU
<i>Dendrolycopodium hickeyi</i>	Hickey's clubmoss		ST	G5	S3
<i>Dendrolycopodium obscurum</i>	tree clubmoss		ST	G5	S3
<i>Dichanthelium boreale</i>	northern witchgrass		ST	G5	S3
<i>Dichanthelium leibergii</i>	Leiberg's witchgrass		ST	G4	S2
<i>Dichanthelium mattamuskeetense</i>	panic-grass		SX	G4?	SX
<i>Didiplis diandra</i>	water-purslane		SE	G5	S1
<i>Diervilla lonicera</i>	northern bush-honeysuckle		WL	G5	S3
<i>Diphysastrum tristachyum</i>	deep-root clubmoss		ST	G5	S2
<i>Drosera intermedia</i>	spoon-leaved sundew		ST	G5	S3
<i>Dryopteris clintoniana</i>	Clinton's woodfern		SE	G5	S1
<i>Eleocharis geniculata</i>	capitate spike-rush		ST	G5	S2
<i>Eleocharis melanocarpa</i>	black-fruited spike-rush		ST	G4	S2
<i>Eleocharis microcarpa</i>	small-fruited spike-rush		SE	G5	S1
<i>Eleocharis robbinsii</i>	Robbins' spikerush		ST	G4G5	S2
<i>Epigaea repens</i>	trailing arbutus		ST	G5	S3
<i>Eriocaulon aquaticum</i>	pipewort		SE	G5	S1
<i>Eriophorum angustifolium</i>	narrow-leaved cotton-grass		ST	G5	S3
<i>Euphorbia polygonifolia</i>	seaside spurge		ST	G5?	S2
<i>Eurybia furcata</i>	forked aster		ST	G3	S3
<i>Fimbristylis puberula</i>	Carolina fimbry		SE	G5	S1
<i>Fuirena pumila</i>	dwarf umbrella-sedge		ST	G4	S2
<i>Gentiana alba</i>	yellow gentian		ST	G4	S3
<i>Gentiana puberulenta</i>	downy gentian		SE	G4G5	S1
<i>Geranium bicknellii</i>	Bicknell's northern cranesbill		SE	G5	S1
<i>Glyceria grandis</i>	American manna-grass		SE	G5	S1
<i>Hudsonia tomentosa</i>	sand-heather		ST	G5	S2
<i>Huperzia lucidula</i>	shining clubmoss		WL	G5	S3
<i>Hypericum adpressum</i>	creeping St. John's-wort		SE	G3	S1
<i>Hypericum pyramidatum</i>	great St. John's-wort		ST	G4T4	S2

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<i>Hypericum swinkianum</i>	Swink's St. John's-wort		SE	GNR	SU
<i>Juglans cinerea</i>	butternut		ST	G3	S2
<i>Juncus articulatus</i>	jointed rush		SE	G5	S1
<i>Juncus balticus</i> var. <i>littoralis</i>	Baltic rush		WL	G5T5	S3
<i>Juncus militaris</i>	bayonet rush		SE	G5	S1
<i>Juncus pelocarpus</i>	brown-fruited rush		SE	G5	S1
<i>Juncus scirpoides</i>	scirpus-like rush		ST	G5	S2
<i>Juniperus communis</i> var. <i>depressa</i>	ground juniper		ST	G5T5	S3
<i>Lathyrus japonicus</i>	beach peavine		SE	G5	S1
<i>Lathyrus ochroleucus</i>	pale vetchling peavine		SE	G5	S1
<i>Lathyrus venosus</i>	smooth veiny pea		SE	G5	S1
<i>Lechea stricta</i>	upright pinweed		SX	G4?	SX
<i>Lemna minuta</i>	least duckweed		SE	G4	S1
<i>Lemna valdiviana</i>	pale duckweed		SE	G5	S1
<i>Linnaea borealis</i>	twinflower		SX	G5	SX
<i>Linum striatum</i>	ridged yellow flax		WL	G5	S3
<i>Lipocarpa drummondii</i>	Drummond's hemicarpha		SE	G4G5	S1
<i>Ludwigia sphaerocarpa</i>	globe-fruited false-loosestrife		SE	G5	S1
<i>Lycopodiella inundata</i>	northern bog clubmoss		ST	G5	S2
<i>Lycopodiella subappressa</i>	northern appressed bog clubmoss		SE	G2	S1
<i>Melampyrum lineare</i>	American cow-wheat		SE	G5	S1
<i>Mikania scandens</i>	climbing hempweed		SE	G5	S1
<i>Milium effusum</i>	tall millet-grass		ST	G5	S1
<i>Minuartia michauxii</i> var. <i>michauxii</i>	Michaux's stitchwort		ST	G5T5	S2
<i>Myosotis laxa</i>	smaller forget-me-not		ST	G5	S2
<i>Myriophyllum pinnatum</i>	cutleaf water-milfoil		SE	G5	S1
<i>Myriophyllum verticillatum</i>	whorled water-milfoil		ST	G5	S3
<i>Najas gracillima</i>	thread-like naiad		ST	G5?	S3
<i>Oligoneuron album</i>	prairie goldenrod		ST	G5	S3
<i>Orobanche fasciculata</i>	clustered broomrape		SE	G4G5	S1
<i>Orthilia secunda</i>	one-sided wintergreen		SX	G5	SX
<i>Oryzopsis asperifolia</i>	white-grained mountain-ricegrass		SE	G5	S1
<i>Panax quinquefolius</i>	American ginseng		WL	G3G4	S3
<i>Panax trifolius</i>	dwarf ginseng		WL	G5	S3
<i>Panicum verrucosum</i>	warty panic-grass		ST	G4	S2
<i>Patis racemosa</i>	black-fruit mountain-ricegrass		ST	G5	S3
<i>Perideridia americana</i>	eastern eulophus		SE	G4	S1
<i>Persicaria careyi</i>	Carey's smartweed		ST	G4	S2
<i>Persicaria opelousana</i>	northeastern smartweed		ST	G5TNRQ	S2
<i>Persicaria robustior</i>	stout smartweed		SE	G4G5	SU

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Indiana County Endangered, Threatened and Rare Species List

County: Porter



Species Name	Common Name	FED	STATE	GRANK	SRANK
<i>Phemeranthus rugospermus</i>	prairie fame-flower		SE	G3G4	S1
<i>Pinus banksiana</i>	jack pine		ST	G5	S3
<i>Pinus strobus</i>	eastern white pine		ST	G5	S3
<i>Piptatheropsis pungens</i>	slender mountain-ricegrass		SE	G5	S1
<i>Piptochaetium avenaceum</i>	blackseed needlegrass		ST	G5	S3
<i>Plantago cordata</i>	heart-leaved plantain		SE	G4	S1
<i>Platanthera aquilonis</i>	leafy northern green orchid		ST	G5	S2
<i>Platanthera ciliaris</i>	yellow-fringe orchid		SE	G5	S1
<i>Platanthera clavellata</i>	small green woodland orchid		WL	G5	S3
<i>Platanthera hookeri</i>	Hooker's Orchid		SX	G4	SX
<i>Platanthera psycodes</i>	small purple-fringe orchid		ST	G5	S3
<i>Poa alsodes</i>	grove meadow grass		ST	G4G5	S3
<i>Poa paludigena</i>	bog bluegrass		ST	G3G4	S3
<i>Polygala paucifolia</i>	gay-wing milkwort		SE	G5	S1
<i>Polygonum articulatum</i>	eastern jointweed		ST	G5	S3
<i>Populus balsamifera</i>	balsam poplar		SE	G5	S1
<i>Potamogeton epihydrus</i>	nuttall pondweed		SE	G5	S1
<i>Potamogeton pulcher</i>	spotted pondweed		ST	G5	S2
<i>Potamogeton pusillus</i>	slender pondweed		WL	G5	S2
<i>Potamogeton richardsonii</i>	redheadgrass		ST	G5	S3
<i>Potamogeton strictifolius</i>	straight-leaf pondweed		ST	G5	S2
<i>Potamogeton vaseyi</i>	Vasey's pondweed		SE	G4	S1
<i>Potentilla anserina</i>	silverweed		ST	G5	S2
<i>Prenanthes crepidinea</i>	nodding rattlesnake-root		WL	G4	S2
<i>Prunus pensylvanica</i>	fire cherry		ST	G5	S3
<i>Pyrola americana</i>	American wintergreen		ST	G5	S2
<i>Rhexia mariana var. mariana</i>	Maryland meadow beauty		ST	G5T5	S1
<i>Rhus aromatica var. arenaria</i>	beach sumac		ST	G5T3Q	S3
<i>Rhynchospora fusca</i>	brown beakrush		SX	G4G5	SX
<i>Rhynchospora macrostachya</i>	tall beaked-rush		ST	G4	S3
<i>Rhynchospora nitens</i>	short-beaked bald-rush		SE	G4?	S1
<i>Rhynchospora recognita</i>	globe beaked-rush		SE	G5?	S1
<i>Rhynchospora scirpoides</i>	long-beaked baldrush		ST	G4	S3
<i>Salix cordata</i>	heartleaf willow		SE	G4	S1
<i>Sceptridium multifidum</i>	leathery grape-fern			G5	SX
<i>Sceptridium oneidense</i>	blunt-lobe grape-fern		WL	G4	S3
<i>Schoenoplectiella hallii</i>	Hall's bulrush	C	SE	G2G3	S1
<i>Schoenoplectiella purshiana</i>	weakstalk bulrush		ST	G4G5	S3
<i>Schoenoplectiella smithii</i>	Smith's Bulrush		ST	G5?	S2
<i>Schoenoplectus subterminalis</i>	water bulrush		ST	G5	S3

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Indiana County Endangered, Threatened and Rare Species List

County: Porter



Species Name	Common Name	FED	STATE	GRANK	SRANK
<i>Schoenoplectus torreyi</i>	Torrey's Bulrush		SE	G5?	S1
<i>Scirpus expansus</i>	bulrush		SE	G4	S1
<i>Scleria reticularis</i>	reticulated nutrush		ST	G4	S2
<i>Selaginella rupestris</i>	ledge spike-moss		SE	G5	S1
<i>Sisyrinchium montanum</i>	strict blue-eyed-grass		SE	G5	S1
<i>Solidago simplex var. gillmanii</i>	sticky goldenrod		ST	G5T3?	S2
<i>Sorbus decora</i>	northern mountain-ash		SX	G5	SX
<i>Sparganium androcladum</i>	branching bur-reed		ST	G4G5	S2
<i>Spiranthes lucida</i>	shining ladies'-tresses		ST	G4	S3
<i>Spiranthes magnicamporum</i>	Great Plains ladies'-tresses		SE	G3G4	S1
<i>Styrax americanus</i>	American snowbell		ST	G5	S3
<i>Symphyotrichum boreale</i>	rushlike aster		ST	G5	S2
<i>Symphyotrichum sericeum</i>	western silvery aster		ST	G5	S2
<i>Thalictrum pubescens</i>	tall meadowrue		ST	G5	S3
<i>Thuja occidentalis</i>	northern white cedar		SE	G5	S1
<i>Trichostema dichotomum</i>	forked bluecurl		WL	G5	S3
<i>Trillium cernuum var. macranthum</i>	nodding trillium		SE	G5T4	S1
<i>Turritis glabra</i>	tower-mustard		WL	G5	S3
<i>Utricularia cornuta</i>	horned bladderwort		SE	G5	S1
<i>Utricularia minor</i>	lesser bladderwort		ST	G5	S1
<i>Utricularia purpurea</i>	purple bladderwort		ST	G5	S3
<i>Utricularia subulata</i>	zigzag bladderwort		ST	G5	S2
<i>Vaccinium oxycoccos</i>	small cranberry		ST	G5	S2
<i>Valerianella chenopodiifolia</i>	goose-foot corn-salad		WL	G4	S3
<i>Viburnum opulus var. americanum</i>	highbush-cranberry		SE	G5T5	S1
<i>Viola primulifolia</i>	primrose-leaf violet		ST	G5	S3
<i>Woodwardia areolata</i>	netted chainfern		ST	G5	S3
<i>Xyris difformis</i>	Carolina yellow-eyed grass		ST	G5	S2
High Quality Natural Community					
<i>Forest - floodplain wet-mesic</i>	Wet-mesic Floodplain Forest		SG	G3?	S3
<i>Forest - upland dry Northwestern Morainal</i>	Northwestern Morainal Dry Upland Forest		SG	GNR	S1
<i>Forest - upland dry-mesic Northwestern Morainal</i>	Northwestern Morainal Dry-mesic Upland Forest		SG	GNR	S1
<i>Forest - upland mesic Northwestern Morainal</i>	Northwestern Morainal Mesic Upland Forest		SG	GNR	S1
<i>Lake - lake</i>	Lake		SG	GNR	S2
<i>Lake - pond</i>	Pond		SG	GNR	SNR
<i>Prairie - dry-mesic</i>	Dry-mesic Prairie		SG	G3	S2
<i>Prairie - mesic</i>	Mesic Prairie		SG	G2	S2
<i>Prairie - sand dry</i>	Dry Sand Prairie		SG	G3	S2

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Indiana County Endangered, Threatened and Rare Species List

County: Porter



Species Name	Common Name	FED	STATE	GRANK	SRANK
<i>Prairie - sand dry-mesic</i>	Dry-mesic Sand Prairie		SG	G3	S3
<i>Prairie - sand wet-mesic</i>	Wet-mesic Sand Prairie		SG	G1?	S2
<i>Prairie - wet</i>	Wet Prairie		SG	G3	S1
<i>Primary - dune lake</i>	Foredune		SG	G3	S1
<i>Rhynchospora capitellata - Rhexia virginica - Rhynchospora scirpoides - Schoenoplectiella hallii Marsh</i>	Inland Coastal Plain Marsh		SG	G2?	SNR
<i>Savanna - sand dry</i>	Dry Sand Savanna		SG	G2?	S2
<i>Savanna - sand dry-mesic</i>	Dry-mesic Sand Savanna		SG	G2?	S2S3
<i>Wetland - fen</i>	Fen		SG	G3	S3
<i>Wetland - fen forested</i>	Forested Fen		SG	G3	S1
<i>Wetland - marsh</i>	Marsh		SG	GU	S4
<i>Wetland - meadow sedge</i>	Sedge Meadow		SG	G3?	S1
<i>Wetland - panne</i>	Panne		SG	G2	S1
<i>Wetland - swamp shrub</i>	Shrub Swamp		SG	GU	S2
Other Significant Feature					
<i>Piping Plover Critical Habitat Area</i>	Piping Plover Critical Habitat Area			GNR	SNR

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APPENDIX F

Water Resources

Juliana Clayton

Approved 7.15.21

REGULATED WATERS DELINEATION REPORT

SR 149 Vertical Sight
Correction

DES No. 1600701

The Troyer Group

July 13, 2021



Document Information

Prepared for The Troyer Group
Project Name State Road 149 Vertical Sight Correction
Project Number Cardno PN # J191018500
DES Number DES. No. 1600701
Project Manager Tim Meeks (Cardno)
Date July 13, 2021

Prepared for:

The Troyer Group



550 Union Street
Mishawaka, Indiana 46544

Prepared by:



Cardno

708 Roosevelt Road Walkerton, IN 46574

1 Introduction

1.1 Cardno has been contracted to perform a boundary delineation survey and assessment of regulated waters, including wetlands for the proposed intersection improvements at SR 149 and CR 875 North (Robbins Road) in Valparaiso, Porter County, Indiana (INDOT Des. No. 1600701). The project is located along the common line of Sections 21 and 20, Township 36 North, Range 6 West on the Chesterton, Indiana USGS 7.5' topographic map quadrangle. The proposed project will involve the reconstruction of SR 149 at CR 875 N for the addition of center left turn lanes on both SR 149 and CR 875 N. This entails vertical sight distance corrections, pavement resurfacing, possible pavement coring, and utility relocation.

Based on field investigations conducted by Cardno on May 29, 2019 and again on April 21, 2021 it is our professional opinion that no wetlands, one stream and six roadside ditches are present in the survey area. The locations of the roadside ditches and flow patterns of these ditches were documented. At the time of the survey recent heavy rains had filled the ditches and they proceeded to drain the adjacent agricultural land as well.

2 Background Information

Date of Waters Field Investigation: May 29, 2019 and April 21, 2021

Location:

Latitude: 41.561063°N Longitude: -87.124333° W
Section 21, 20 Township 36N, Range 6W
Chesterton, Indiana Quadrangles
Porter County, Indiana
HUC 12: 040400010403

2.1 National Wetland Inventory

The National Wetland Inventory (NWI) map of the project area (Figure 2) identified 4 NWI wetland areas near the project survey boundaries. The one NWI wetland identified as PF01/EM1Cd outside the northeastern portion of the project area. The wetland is a palustrine forested broad-leaved deciduous split with an emergent persistent seasonally flooded and partially drained system. This wetland complex is in association with the Salt Creek waterway and riparian zone. The 12 Digit HUC unit is 040400010403 for the Squirrel Creek-Salt Creek watershed.

There are two PEM1C, palustrine emergent persistent seasonally flooded wetlands on the NWI south of CR 875N. One on the east and one on the west of SR 149, both of these NWI wetlands occur in a current agricultural field.

In addition, one NWI wetland located southwest of the project area is listed as a PF01/SS1C, a palustrine forested broad-leaved deciduous split with a scrub-shrub broad-leaved deciduous and seasonally flooded. These NWI wetland areas are all outside the project area. The National Hydrology Data set (NHD) indicates an anticipated flow line along the western edge of SR 149. This flow line coincides with Ditch 01 and Ditch 05.

2.2 Soil Survey

The NRCS *Soil Survey of Porter County* identified four soil series in the project area (Figure 3). The following table identifies the soil unit symbol, soil unit name, and whether or not the soil type contains components that meet the hydric soil criteria.

Table 2-1 Soil Types Within the SR 149 and CR 875 N (Robbins Road) Intersection Project Area

Symbol	Description	Hydric	Percent Hydric Inclusions
RaB	Rawson loam, 2 to 6 percent slopes	Yes	3
TcA	Tracy sandy loam, 0 to 2 percent slopes	Yes	3
Br	Bourbon sandy loam	Yes	6
So	Suman silt loam	Yes	100

Attached Documents:

- Figures
- Photographs of the project area

Project Description:

The purpose of the proposed project (INDOT Des. No. 1600701) will involve the reconstruction of SR 149 at CR 875 N for the addition of center left turn lanes on both SR 149 and CR 875 N. This entails vertical sight distance corrections, pavement resurfacing, possible pavement coring, and utility relocation.

3 Site Investigation and Description

3.1 Investigation Methodology

Prior to the field work, the background information was reviewed to establish the probability and potential location of wetlands on the site. Next, a general reconnaissance of the project area was conducted to determine site conditions. The site was then walked with the specific intent of determining and marking wetland boundaries. Complete descriptions of typical soil series can be found in the soil survey for Porter County.

3.1.1 Site Photographs. Photographs of the site are located in Appendix A. These photographs are the visual documentation of site conditions at the time of inspection. The photographs are intended to provide representative visual samples of any wetlands or other special features found on the site.

3.1.2 Delineation Data Sheets. Where stations represent a wetland boundary point they are presented as paired data points, one each documenting the wetland and upland sides of the wetland boundary. The routine wetland delineation data sheets used in the jurisdictional delineation process are located in Appendix B. These forms are the written documentation of how representative sample stations meet or do not meet each of the wetland criteria. For plant species included on the NWPL, nomenclature follows their lead. For all other plants not listed in the NWPL, additional sources are listed in the bibliography. No data stations were completed upon the field

investigation as Cardno’s professional judgement determined no plausible wetland areas to investigate.

3.2 Field Reconnaissance

A field visit to the project area was conducted on May 29, 2019 and April 21, 2021 for a revised project area, by the Cardno Inc. staff. The survey footprint consisted of the area that had the potential to be impacted based on all possible design scenarios. The survey area was evaluated for the presence or absence of wetlands and waterways.

3.2.1 Wetlands

No wetlands were found during the survey of this project area. No data points were taken as a result of no suspected wetland areas upon visual survey for this project. No visual observance of wetland vegetation was prevalent within the project survey area. The most common plant species present within the project area were Redtop grass (*Agrostis gigantea* FACW), annual ragweed (*Ambrosia artemisifolia*, FACU), Kentucky bluegrass (*Poa pratensis*, FACU), common dandelion (*Taraxacum officinale*, FACU) and Virginia creeper (*Parthenocissus quinquefolia*, FACU).

3.2.2 Waterways

One waterway was found during the survey of this revised project area. None of the roadside ditches showed characteristics of an Ordinary High Water Mark, (OHWM) or had bed and bank features of consistently flowing waterways. The project area contains 1 jurisdictional waterway, Salt Creek, and non-jurisdictional roadside ditches.

**Waterways Summary Table 3-2
SR 149 Porter County, Indiana
Designation Number: 1600701**

Waterway Name	Photo	Lat/Long	OHWM Width (ft)	OHWM Depth (ft)	Riffles and Pools?	USGS-NHD BlueLine Type	Quality	Substrate	Likely WOTUS
Salt Creek	29,30, 32,33, 34,36	41.563619°, -87.124244°	60.0	5.0	No-Riffle and Pool	Perennial	Poor	Sand	Yes

Salt Creek

Salt Creek is located at the northern extent of the project area, which limited the survey to the left descending bank of the waterway. Salt Creek is a large perennial waterway, seen as a blue line stream on USGS mapping, with a watershed extending south of US 30. The waterway flow in the project area is from east to west. The OHWM width at the project area is 60.0 feet and the depth of the OHWM is approximately 5.0 feet. The substrate in this area of Salt Creek is known to be sands, silts, and clay, but at the time of the survey could not be visually assessed because of turbidity of the water. Salt Creek generally flows north to confluence with the East Arm of the

Little Calumet. This waterway is directly connected to Lake Michigan at Burns Harbor, all of these being a traditional navigable waterway and a Waters of the U.S.

3.2.3 Roadside Ditches

Several roadside ditches were identified in the project area. All ditches were adjacent to a road and conveyed water to other resources in the project area. Many of these conveyed water through culvert structures under driveways. These ditches did not display an OHWM or bed and bank of a jurisdictional feature and would not be considered jurisdictional Waters of the US. These ditches contained flowing water at the time of the survey as recent very heavy rains and unseasonably wet conditions had left the agricultural fields and surrounding areas saturated and containing standing water that was draining to these ditches.

Ditch 01

The Ditch 01 is a roadside ditch that extends from a culvert on the north side of 875 N, west of SR 149 and the drainage pattern flows north along SR 149 and inlets to a culvert that egresses on the east side of SR 149 joining with Ditch 04 and becoming overland flow outside the project area. The ditch did not display wetland characteristics or OHWM and stream characteristics thus classifying this as a roadside ditch.

Ditch 02

Ditch 02 begins on the west side of SR 149 near a residential driveway and extends north along SR 149 continuing downslope outside the project area to the Salt Creek floodplain area. The ditch did not display wetland characteristics or OHWM and stream characteristics thus classifying this as a roadside ditch.

Ditch 03

Ditch 03 begins on the east side of SR 149, north of CR 875N. The ditch drainage pattern continues north along SR 149 continuing downslope outside the project area to the Salt Creek floodplain area. The ditch did not display wetland characteristics or OHWM and stream characteristics thus classifying this as a roadside ditch.

Ditch 04

Ditch 04 begins on the east side of SR 149, north of CR 875 N. The ditch drainage pattern continues north along SR 149 continuing downslope and joining any drainage from Ditch 01 at a culvert egress and continues is drainage eastward downslope out of the project area as overland sheet flow. The ditch did not display wetland characteristics or OHWM and stream characteristics thus classifying this as a roadside ditch.

Ditch 05

Ditch 05 begins on the east side of SR 149, south of CR 875 N. This is on the southeast portion of the project area. The ditch collects overland sheet flow from the agricultural fields to the west. This stormwater is directed to the ditch by the grade of those fields. The drainage flows north along SR 149 and passes through a culvert under CR 875 N, joining Ditch 01. The ditch did not display wetland characteristics or OHWM and stream characteristics thus classifying this as a roadside ditch.

Ditch 06

Ditch 06 begins on the southeast corner of the intersection of SR 149 and CR 875N. This ditch begins here and extends south along the east side of SR 149. The ditch drainage pattern is southward and then empties in the agricultural field and overland sheet flow to the east. The ditch

did not display wetland characteristics or OHWM and stream characteristics thus classifying this as a roadside ditch.

3.2.4 Birds and Bats

No structures supporting roosting habitat existed within the survey area for this project for either various birds or bat species. The trees and shrubs present within the project area were of poor quality and numbers and did not provide foraging or roosting opportunities. There was high quality roosting habitat located just outside the project area to the northeast of the project. This area is forested and along the riparian zone of Salt Creek. This area should be considered high quality bat roosting habitat for this region.

4 Summary and Conclusion

4.1 Waters Summary

Cardno conducted an investigation of potentially jurisdictional waters within the Project area on May 29, 2019 and on April 21, 2021. The six roadside ditches were identified by Cardno. These ditches contained flowing water at the time of the survey as recent very heavy rains and unseasonably wet conditions had left the agricultural fields and surrounding areas saturated and containing standing water that was draining to these ditches.

During the April 21, 2021 survey of an extended and revised project area was conducted. Additional photos were taken and the OHWM of the Left Downstream Bank of Salt Creek was mapped.

While this report represents our best professional judgment based on our knowledge and experience, it is important to note that the Chicago District of the USACE has final discretionary authority over all jurisdictional determinations of “waters of the U.S.” including wetlands under Section 404 of the CWA in this region. It is therefore, recommended that a copy of this report be furnished to the Chicago District of the USACE to confirm the results of our findings.

A permit must be obtained from the USACE and the IDEM prior to any filling, dredging, or mechanical land clearing that occurs within the boundaries of any WOUS or “waters of the State.”

Conclusions:

Cardno conducted an investigation of potentially jurisdictional waters and wetlands within the Project area on May 29, 2019 and April 21, 2021. The six roadside ditches were found. Resource acreage or length, in some cases exists beyond the Project area. None of these roadside ditches displayed characteristics that would result in them being classified as jurisdictional features. One stream OHWM was mapped and is known as the left downstream bank of Salt Creek.

Acknowledgements:

This waters determination has been prepared based on the best available information, interpreted in the light of the investigator’s training, experience and professional judgement in conformance with the 1987 Corps of Engineers Wetlands Delineation Manual, the appropriate regional supplement, the USACE Jurisdictional Determination Form Instructional Guidebook, and other appropriate agency guidelines.

Tim Meeks



Senior Staff Scientist
Cardno, Inc.

5 References

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Environmental Laboratory. 2009. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region*, ERDC/EL TR-10-16, U.S. Army Engineer Research and Development Center, Vicksburg, MS.

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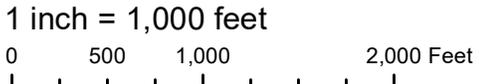
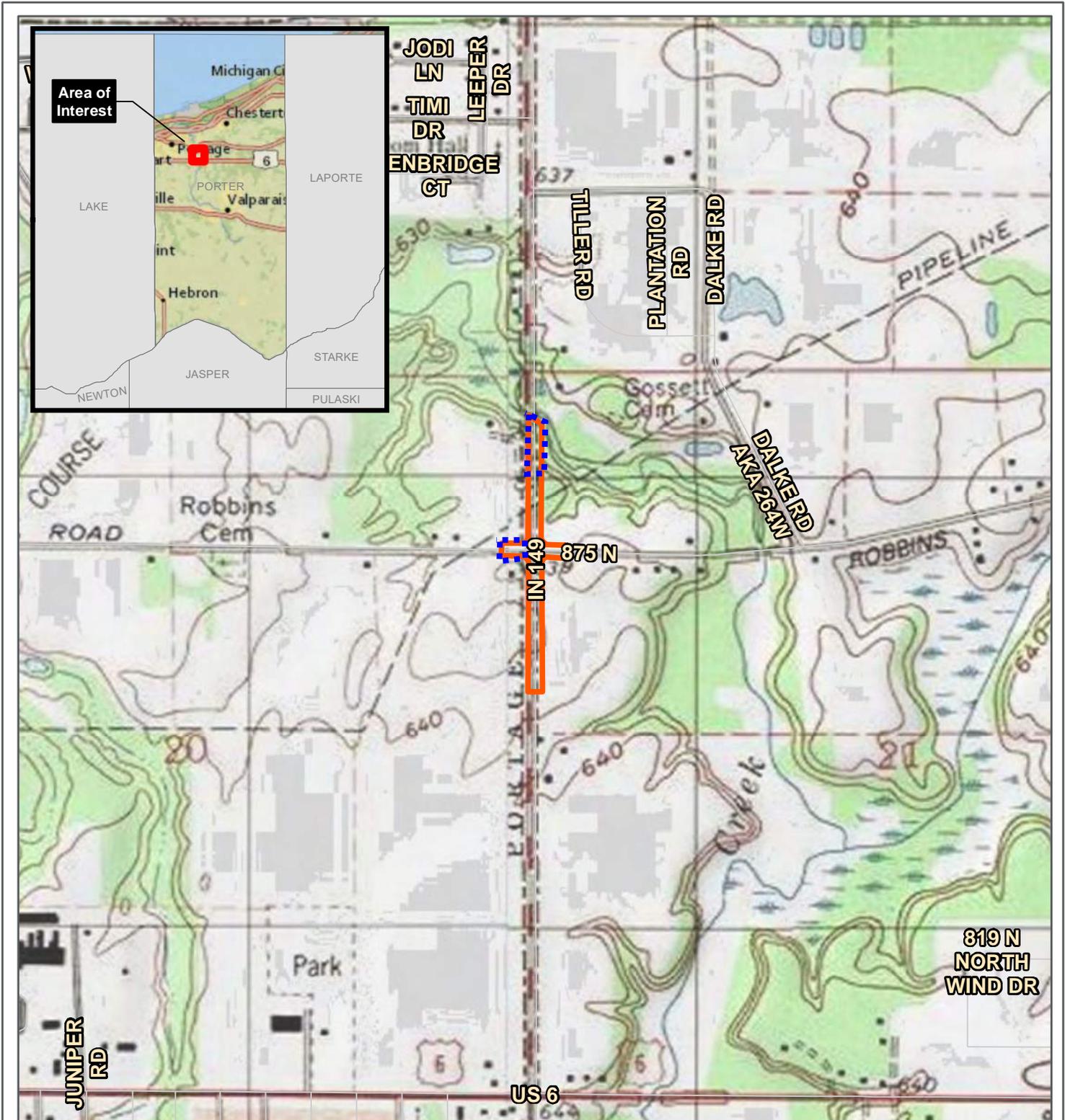
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■■■■■ Project Extension
 Area of Interest

N
 W — E
 S

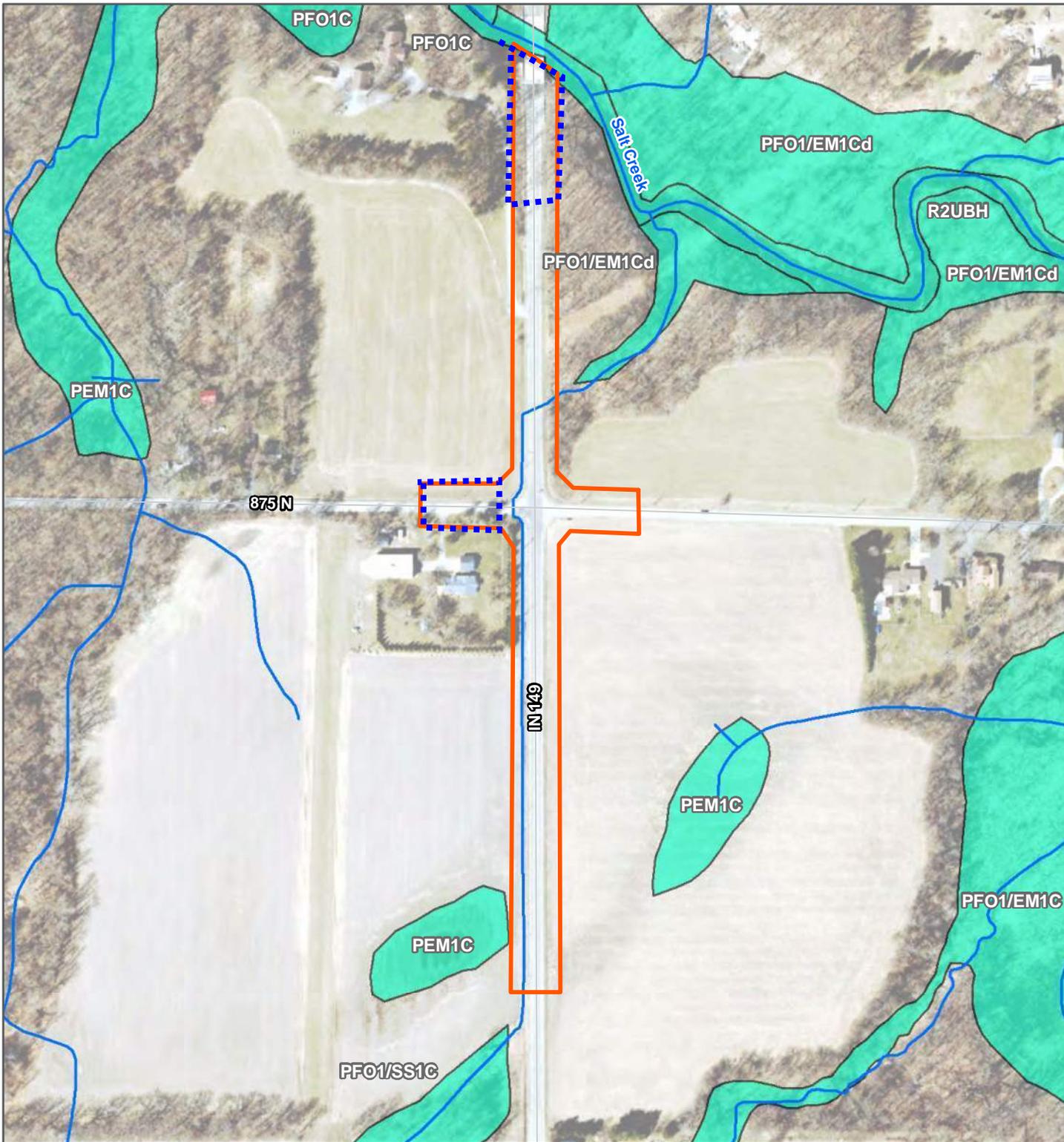
Township 36 North
 Range 6 West
 Section 20,21
 J191018500

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Figure 1. Project Location
 SR 149 at CR 875 (Robbins Rd) Intersection
 DES1600701
 Troyer Group
 Porter County, Indiana

708 Roosevelt Road, Walkerton, IN 46574
 Phone (+1) 574-586-3400 Fax (+1) 574-586-3446
 www.cardno.com

Date: 12/1/2020 File Path: R:\Projects\19191\191018500_Troyer_DES1600701_SR149_VerticalSightCorrect_PorterCty\GIS\MXD\Delineation_May2019\20200120_F1_SR149_INTERSECTION_loc.mxd Saved By: Christine.Dittmar
 Basemap: Copyright: © 2013 National Geographic Society, I-cubed, National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.



1 inch = 300 feet

0 150 300 600 Feet

Project Extension

Area of Interest NHD Flowline
NWI Wetland

Township 36 North
Range 6 West
Section 20,21
J191018500

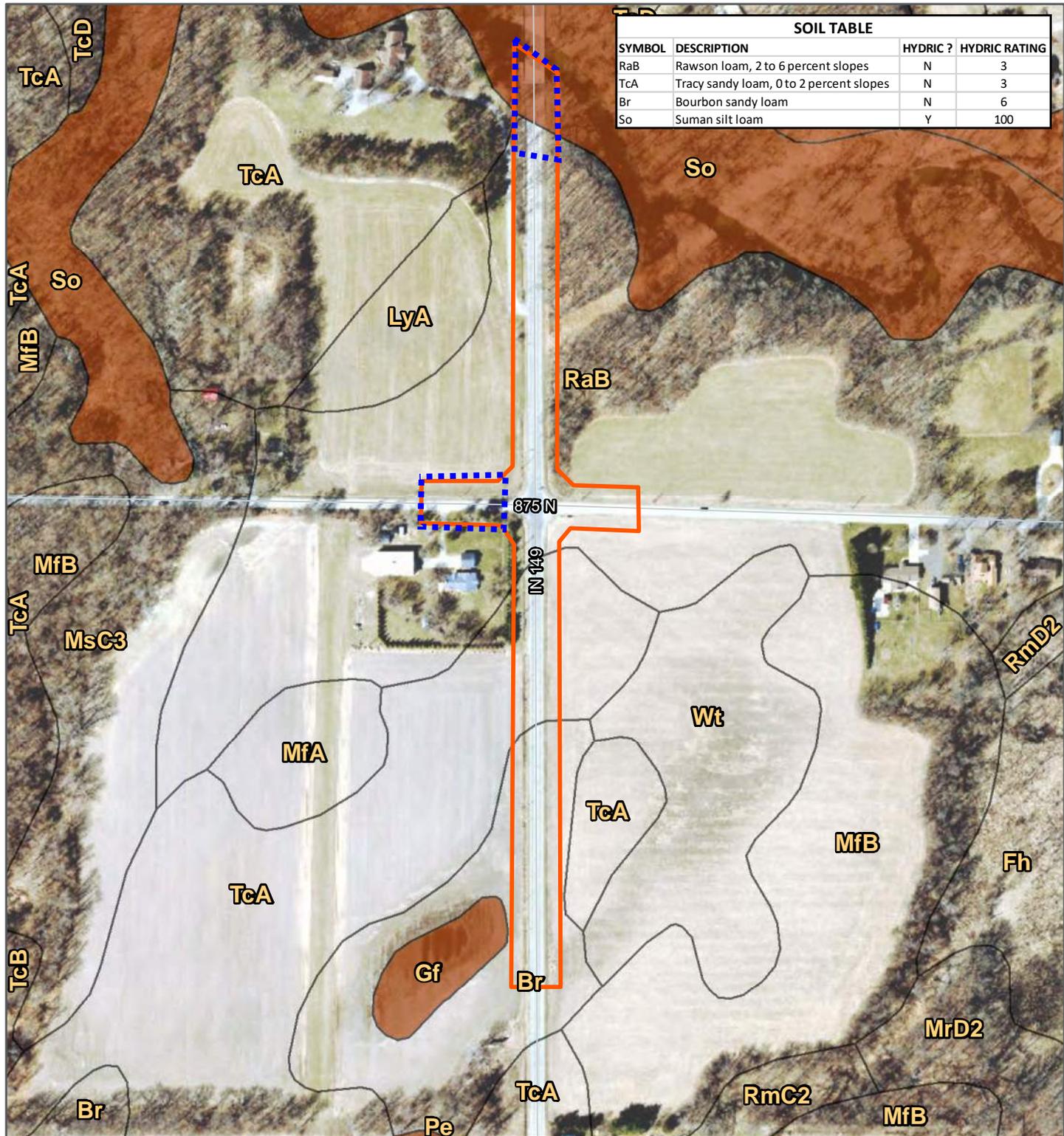
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Figure 2. National Wetland Inventory
SR 149 at CR 875 (Robbins Rd) Intersection
DES1600701
Troyer Group
Porter County, Indiana

Cardno

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Phone (+1) 574-586-3400 Fax (+1) 574-586-3446
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Date: 4/22/2021 File Path: R:\Projects\19191\191018500_Troyer_DES1600701_SR149_VericalSightCorrect_PorterCty\GIS\MXD\Delineation_May2019\20200120_F2_SR149_INTERSECTION_nwi.mxd Saved By: Christine.Dittmar
Basemap: Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.



SOIL TABLE			
SYMBOL	DESCRIPTION	HYDRIC ?	HYDRIC RATING
RaB	Rawson loam, 2 to 6 percent slopes	N	3
TcA	Tracy sandy loam, 0 to 2 percent slopes	N	3
Br	Bourbon sandy loam	N	6
So	Suman silt loam	Y	100

1 inch = 300 feet



..... Project Extension

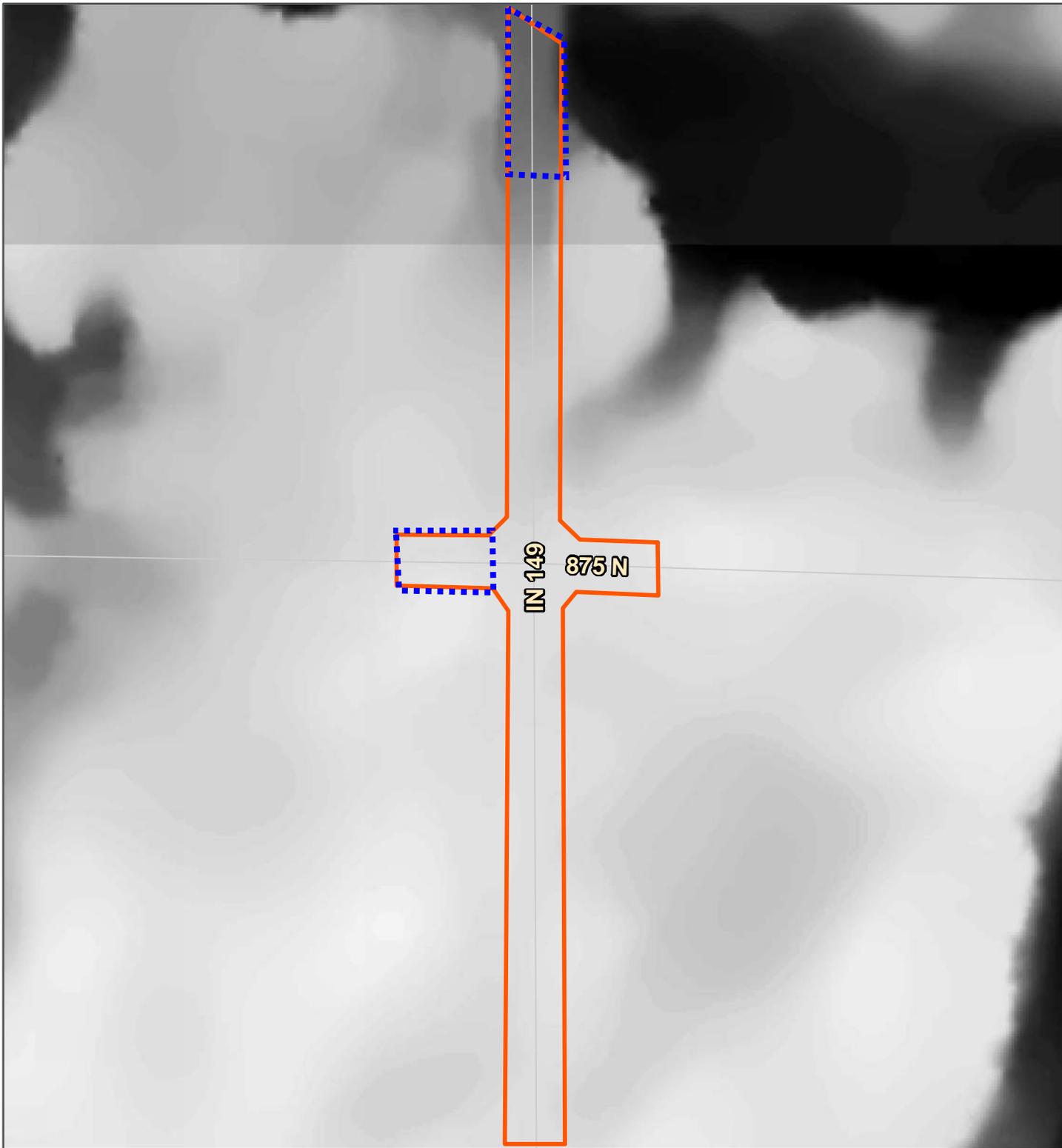
- Area of Interest
- Hydric Soil
- Soil Survey

Township 36 North
Range 6 West
Section 20.21
J191018500

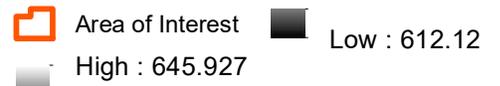
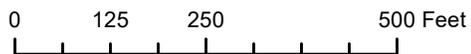
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Figure 3. Soil Map
SR 149 at CR 875 (Robbins Rd) Intersection
DES1600701
Troyer Group
Porter County, Indiana

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Phone (+1) 574-586-3400 Fax (+1) 574-586-3446
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1 inch = 250 feet

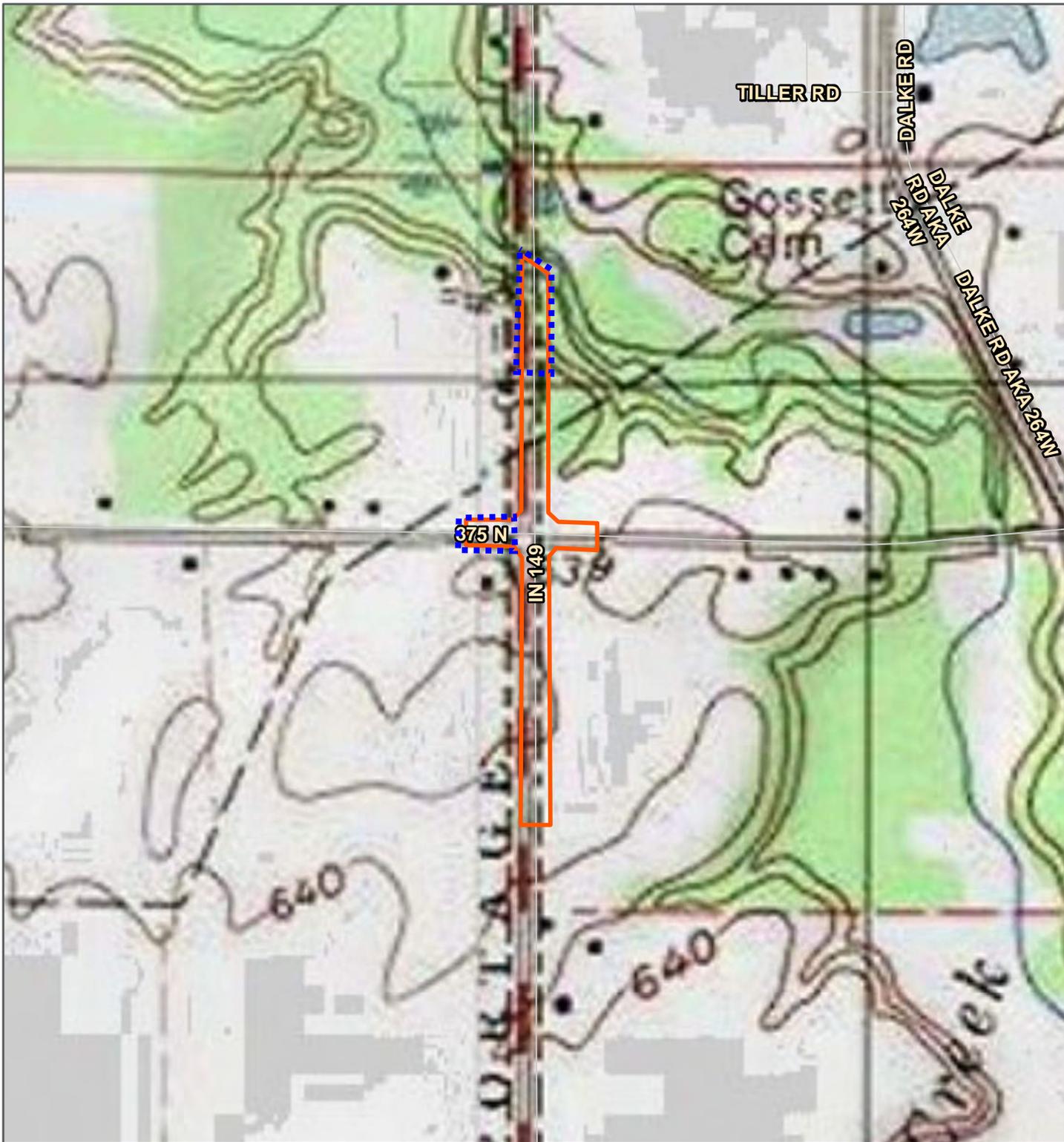


Township 36 North
Range 6 West
Section 20,21
J191018500

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Figure 6. LIDAR
SR 149 at CR 875 (Robbins Rd) Intersection
DES1600701
Troyer Group
Porter County, Indiana

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..... Project Extension

 Area of Interest

Township 36 North
Range 6 West
Section 20,21
J191018500

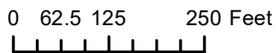
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Figure 7. Topography Map
SR 149 at CR 875 (Robbins Rd) Intersection
DES1600701
Troyer Group
Porter County, Indiana

708 Roosevelt Road, Walkerton, IN 46574
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1 inch = 250 feet



Salt Creek

Roadside Ditch (RSD)
 Photo Direction

Area of Interest
 Project Extension

Township 36 North
 Range 6 West
 Section 20,21
 J191018500

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Figure 4. Wetland Delineation
 SR 149 at CR 875 (Robbins Rd) Intersection
 DES1600701
 Troyer Group
 Porter County, Indiana



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Photo 1: Facing North at Ditch 01 culvert ingress west of SR149, 05/29/2019



Photo 2: Facing East at Ditch 01 culvert ingress west of SR 149, 05/29/2019



Photo 3: Facing South at Ditch 01 culvert ingress west of SR149, 05/29/2019



Photo 4: Facing West at Ditch 01 west of SR149, 05/29/2019

Project Number:
J191018500

Additional Photographs
DES 1600701 SR 149 at CR 875N (Robbins Road) Intersection
Wetland Delineation
Troyer Group
Porter County, Indiana



708 Roosevelt Rd., Walkerton, IN 46574 USA
Phone (+1) 574 586 3400 Fax (+1) 574 586 3446
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Photo 5: Facing North along the west side of SR149, 05/29/2019



Photo 6: Facing East along the west side of SR149, 05/29/2019



Photo 7: Facing South (upslope) along the west side of SR149, 05/29/2019

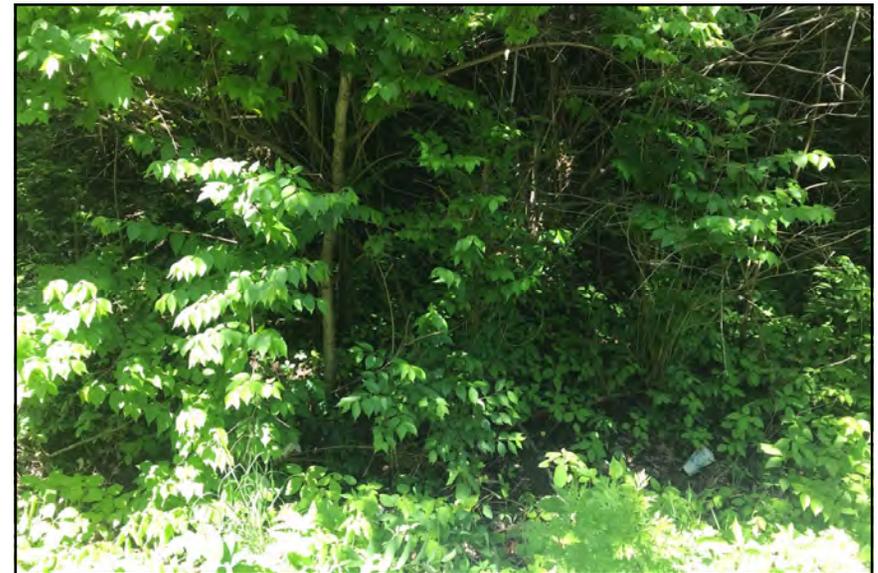


Photo 8: Facing West (upslope) along the west side of SR149, 05/29/2019

<p>Project Number: J191018500</p>	<p>Additional Photographs DES 1600701 SR 149 at CR 875N (Robbins Road) Intersection Wetland Delineation Troyer Group Porter County, Indiana</p>	 <p>708 Roosevelt Rd., Walkerton, IN 46574 USA Phone (+1) 574 586 3400 Fax (+1) 574 586 3446 www.cardno.com</p>
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Photo 9: Facing North along Ditch 03 on the east side of SR149, 05/29/2019



Photo 10: Facing East along Ditch 03 on the east side of SR149, 05/29/2019
Vegetation Dominated Virginia creeper (*Parthenocissus quinquefolia*, FACU).



Photo 11: Facing South along Ditch 03 on the east side of SR149, 05/29/2019
Vegetation Dominated by Virginia creeper (*Parthenocissus quinquefolia*, FACU)

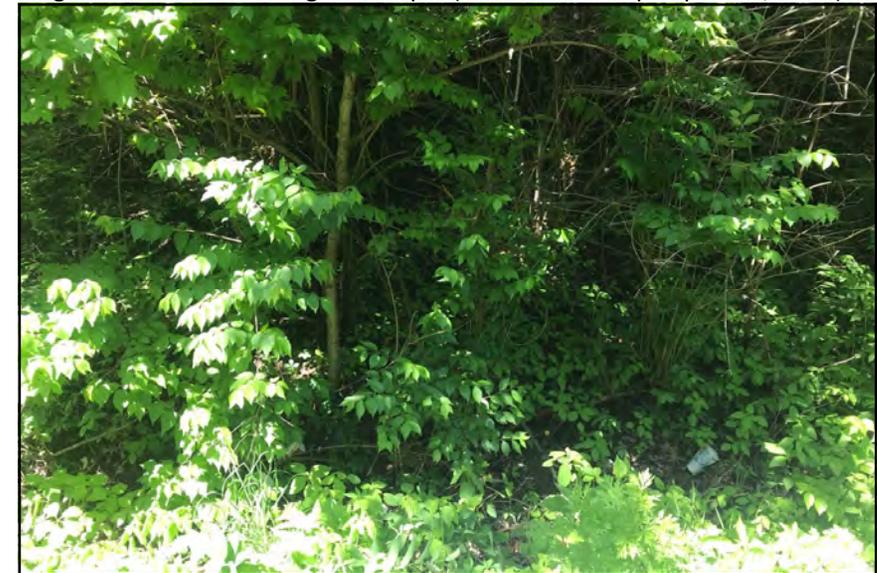


Photo 12: Facing West along Ditch 03 on the east side of SR149, 05/29/2019
Vegetation Dominated by Virginia creeper (*Parthenocissus quinquefolia*, FACU)

<p>Project Number: J191018500</p>	<p>Additional Photographs DES 1600701 SR 149 at CR 875N (Robbins Road) Intersection Wetland Delineation Troyer Group Porter County, Indiana</p>	 <p>708 Roosevelt Rd., Walkerton, IN 46574 USA Phone (+1) 574 586 3400 Fax (+1) 574 586 3446 www.cardno.com</p>
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Photo 13: Facing North along Ditch 04 on the east side of SR149, 05/29/2019



Photo 14: Facing East along Ditch 04 on the east side of SR149, 05/29/2019 vegetation dominated by *Impatiens capensis*, FACW and Canada goldenrod, FACU



Photo 15: Facing South along Ditch 04 on the east side of SR149, 05/29/2019 Vegetation Dominated Virginia creeper (*Parthenocissus quinquefolia*, FACU)



Photo 16: Facing West along Ditch 04 on the east side of SR149, 05/29/2019 Vegetation Dominated Virginia creeper (*Parthenocissus quinquefolia*, FACU) Kentucky bluegrass FACU

<p>Project Number: J191018500</p>	<p>Additional Photographs DES 1600701 SR 149 at CR 875N (Robbins Road) Intersection Wetland Delineation Troyer Group Porter County, Indiana</p>	 <p>708 Roosevelt Rd., Walkerton, IN 46574 USA Phone (+1) 574 586 3400 Fax (+1) 574 586 3446 www.cardno.com</p>
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Photo 17: Facing North on the east side of SR149, 05/29/2019



Photo 18: Facing East on the east side of SR149, 05/29/2019



Photo 19: Facing South on the east side of SR149, 05/29/2019



Photo 20: Facing West on the east side of SR149, 05/29/2019

<p>Project Number: J191018500</p>	<p>Additional Photographs DES 1600701 SR 149 at CR 875N (Robbins Road) Intersection Wetland Delineation Troyer Group Porter County, Indiana</p>	 Shaping the Future 708 Roosevelt Rd., Walkerton, IN 46574 USA Phone (+1) 574 586 3400 Fax (+1) 574 586 3446 www.cardno.com



Photo 21: Facing North along Ditch 06 on the east side of SR149, 05/29/2019



Photo 22: Facing East along Ditch 06 on the east side of SR149, 05/29/2019



Photo 23: Facing South along Ditch 06 on the east side of SR149, 05/29/2019



Photo 24: Facing West along Ditch 06 on the east side of SR149, 05/29/2019

Project Number:
J191018500

Additional Photographs
DES 1600701 SR 149 at CR 875N (Robbins Road) Intersection
Wetland Delineation
Troyer Group
Porter County, Indiana



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Photo 25: Facing North along Ditch 05 on the west side of SR149, 05/29/2019 Redtop grass (*Agrostis gigantea* FACW), Kentucky bluegrass (*Poa pratensis*, FACU)



Photo 26: Facing East along Ditch 05 on the west side of SR149, 05/29/2019



Photo 27: Facing South along Ditch 05 on the west side of SR149, 05/29/2019



Photo 28: Facing West along Ditch 05 on the west side of SR149, 05/29/2019

<p>Project Number: J191018500</p>	<p>Additional Photographs DES 1600701 SR 149 at CR 875N (Robbins Road) Intersection Wetland Delineation Troyer Group Porter County, Indiana</p>	 <p>708 Roosevelt Rd., Walkerton, IN 46574 USA Phone (+1) 574 586 3400 Fax (+1) 574 586 3446 www.cardno.com</p>
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Photo 29: Salt Creek Upper Reach East of SR149 Facing North 04/21/21



Photo 30: Salt Creek Upper Reach East of SR149 Facing East 04/21/21



Photo 31: East of SR149 Facing South 04/21/21



Photo 32: Salt Creek Upper Reach East of SR149 Facing West 04/21/21

<p>Project Number: J191018500</p>	<p>Additional Photographs DES 1600701 SR 149 at CR 875N (Robbins Road) Intersection Wetland Delineation Troyer Group Porter County, Indiana</p>	 <p>708 Roosevelt Rd., Walkerton, IN 46574 USA Phone (+1) 574 586 3400 Fax (+1) 574 586 3446 www.cardno.com</p>
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Photo 33: Facing North, West of SR149 at the Downstream Reach of Salt Creek

04/21/21



Photo 34: Facing East, East of SR149 at the Downstream Reach of Salt Creek

04/21/21



Photo 35: Facing South to Ditch 2 East of SR149 04/21/21



Photo 36: Facing West along Salt Creek East of SR149 04/21/21

<p>Project Number: J191018500</p>	<p>Additional Photographs DES 1600701 SR 149 at CR 875N (Robbins Road) Intersection Wetland Delineation Troyer Group Porter County, Indiana</p>	 <p>708 Roosevelt Rd., Walkerton, IN 46574 USA Phone (+1) 574 586 3400 Fax (+1) 574 586 3446 www.cardno.com</p>
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Photo 37: Facing North, West of SR149 at Ditch 2 04/21/21



Photo 38: Facing East, East of SR149 at the 04/21/21



Photo 39: Facing South at Ditch 2 East of SR149 04/21/21



Photo 40: Facing West at Ditch 2 East of SR149 04/21/21

Project Number:
J191018500

Additional Photographs
DES 1600701 SR 149 at CR 875N (Robbins Road) Intersection
Wetland Delineation
Troyer Group
Porter County, Indiana



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Photo 41: Facing North, West of SR149 at CR875 04/21/21



Photo 42: Facing East, West of SR149 at CR 875 04/21/21



Photo 43: Facing South West of SR149 at CR875 04/21/21



Photo 44: Facing West, West of SR149 at CR875 04/21/21

<p>Project Number: J191018500</p>	<p>Additional Photographs DES 1600701 SR 149 at CR 875N (Robbins Road) Intersection Wetland Delineation Troyer Group Porter County, Indiana</p>	 <p>708 Roosevelt Rd., Walkerton, IN 46574 USA Phone (+1) 574 586 3400 Fax (+1) 574 586 3446 www.cardno.com</p>



Photo 45: Facing North, West of SR149 at CR875 Intersection 04/21/21



Photo 46: Facing East, West of SR149 at CR 875 Intersection 04/21/21



Photo 47: Facing South East of SR149 at CR875 Intersection 04/21/21



Photo 48: Facing West East of SR149 at CR875 Intersection 04/21/21

<p>Project Number: J191018500</p>	<p>Additional Photographs DES 1600701 SR 149 at CR 875N (Robbins Road) Intersection Wetland Delineation Troyer Group Porter County, Indiana</p>	 <p>Cardno Shaping the Future 708 Roosevelt Rd., Walkerton, IN 46574 USA Phone (+1) 574 586 3400 Fax (+1) 574 586 3446 www.cardno.com</p>
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TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring “pre-construction notification” (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant’s acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there “*may be*” waters of the U.S. and/or that there “*may be*” navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: _____.
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report. Rationale: _____.
- Data sheets prepared by the Corps: _____.
- Corps navigable waters' study: _____.
- U.S. Geological Survey Hydrologic Atlas: _____.
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: _____.
- Natural Resources Conservation Service Soil Survey. Citation: _____.
- National wetlands inventory map(s). Cite name: _____.
- State/local wetland inventory map(s): _____.
- FEMA/FIRM maps: _____.
- 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- Photographs: Aerial (Name & Date): _____.
or Other (Name & Date): _____.
- Previous determination(s). File no. and date of response letter: _____.
- Other information (please specify): _____.

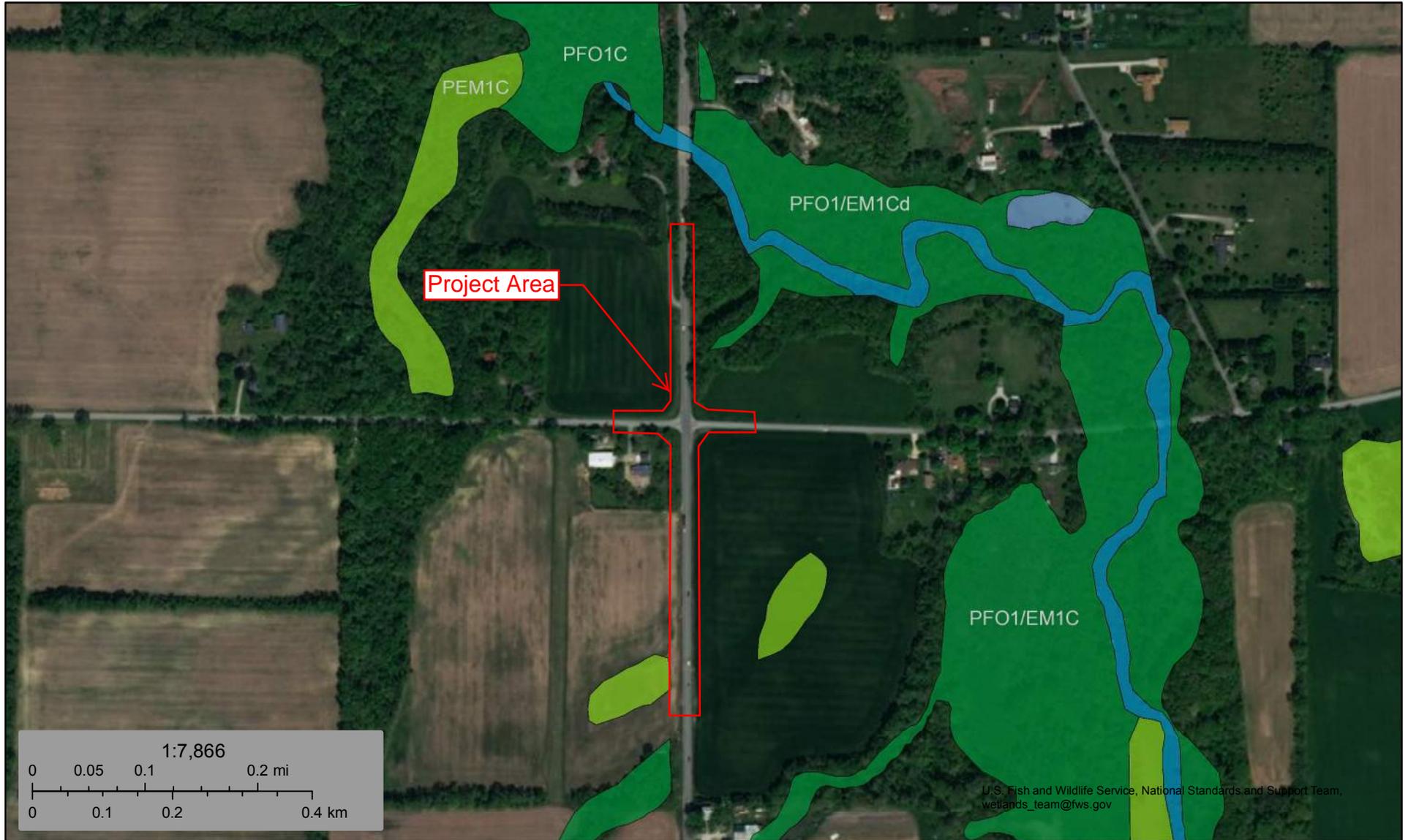
IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Timothy M. Meeks 05/14/2021

Signature and date of
Regulatory staff member
completing PJD

Signature and date of
person requesting PJD
(REQUIRED, unless obtaining
the signature is impracticable)¹

¹ Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.



April 10, 2019

Wetlands

- Estuarine and Marine Deepwater
- Freshwater Emergent Wetland
- Lake
- Estuarine and Marine Wetland
- Freshwater Forested/Shrub Wetland
- Other
- Freshwater Pond
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



Indiana Floodplain Information Portal Report

Point of Interest

Approximate Address:

892 State Rd 149
PORTAGE, IN 46368

Effective Flood Zone:

AE

Preliminary Flood Zone:

N/A

Best Available Flood Zone:

AE

Approximate Flood Elevation:

618.1ft NAVD88

Source:

Zone AE Profile Delineation

Nearest Stream:

SALT CREEK

Map Legend

-  Point of Interest
-  Nearest Point on Stream

Best Available Flood Zone

-  FEMA Zone AE Floodway
-  DNR Detailed Floodway
-  DNR Approximate Floodway
-  FEMA Zone A
-  FEMA Zone AE
-  DNR Detailed Fringe
-  DNR Approximate Fringe
-  Additional Floodplain Area
-  FEMA Protected by Levee
-  FEMA Floodplain - Ponding (Depth)
-  FEMA Floodplain - Sheet Flow (Depth)

Site Map with Best Available Flood Zone



Approximate scale 1:2,400

Disclaimer

APPENDIX G

Public Involvement



VS ENGINEERING, INC.

Civil • Structural • Transportation • Environmental

NOTICE OF SURVEY

May 29, 2019

RE: State Road 149 and Robbins Road Intersection Improvement
Porter County, Indiana

Dear Property Owner:

Our information indicates that you own or occupy property near this proposed highway project. Our employees will be doing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is allowed by law by Indiana Code IC 8-23-7-26. They will show you their identification, if you are available, before coming onto your property. If you have sold this property, or it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

At this stage we generally do not know what effect, if any, our project may eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

The survey work will include mapping the location of features such as trees, buildings, fences and drives, and obtaining ground elevations. The survey work may also include the identification and mapping of wetlands, archaeological investigations (which may include excavation of small shovel test probes), and various other environmental studies. The survey is needed for the proper planning and design of this highway project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact our field crew or contact me at the phone number or address shown herein.

Sincerely,

VS Engineering, Inc.
Matthew R. Healy, P.S.
Project Surveyor
317-293-3542, x-140

Des. No. 1600701

4275 North High School Road Indianapolis, Indiana 46254
(317) 293-3542 Tel (317) 293-4737 Fax
www.vsengineering.com



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Michael Smith, Commissioner

LEGAL NOTICE OF PLANNED IMPROVEMENT

Indiana Department of Transportation (INDOT) is developing plans to improve the safety of the intersection of State Road (SR) 149 and Robbins Rd, southeast of the City of Portage, Porter County, Portage and Liberty Townships. The construction limits for the project will stretch from 0.58 to 0.93 mile N of US 6 on SR 149 and from 160 ft. W to 160 ft. E of 149 on Robbins Rd.

The purpose of this proposed project is to improve the overall safety of the intersection by reducing the number and severity of crashes at this location. The project is needed because crashes at this intersection are both more frequent and more severe than at similar locations throughout the state. From 2016 to 2019, 43 crashes occurred at this location, with 13 resulting in injury. Crashes at this intersection primarily involved vehicles running off the roadway, rear-end collisions, and right angle collisions. The biggest factors that contributed to these crashes are believed to be two main factors, lack of left-turn lanes and lack of sight distance looking north from Robbins Rd.

The project, Des. 1600701, proposes to widen SR 149 to install a 12-ft wide two-way left-turn lane (TWTL) and alter the vertical alignment of SR 149. SR 149 will be widened between 10 and 16 ft. on each side in order to create a 56-ft wide roadway through the project area. It will consist of two 12-ft travel lanes, the newly installed 12-ft turn lane, and 10-ft. paved shoulders. The roadway will taper at both ends to match the configuration of SR 149 outside of the project area. In order to provide adequate drainage for the widened roadway, side slopes with 2.5:1 to 3:1 slope ratios will be installed by excavating and adding clean fill material as necessary. Roadside ditches will be shifted outward where necessary to accommodate roadway widening. A section of the roadside ditches along the west side of SR 149 extending southward from Robbins Rd. will be converted to a storm sewer system through the installation of 180 linear ft. of 15-in storm sewer pipes. Guardrail within the project area will be replaced and lengthened along the west side of SR 149 in or near the current ditchline. Robbins Rd. will be repaved as necessary where it connects to SR 149 to accommodate the widened roadway.

The proposed construction of this project will require 2.91 acres of new permanent right-of-way acquisition from surrounding properties, and 0.489 acre of temporary right-of-way acquisition. 3.58 acres of right-of-way within the existing SR 149 corridor will be re-acquired due to lack of clear title.

The maintenance of traffic (MOT) plan proposes a full closure of the intersection during construction with a signed detour route. The detour will involve US 6, SR 49, and US 20, and will add 12.4 miles, or approximately 17 minutes, to the average commute. School corporations and emergency services will be notified of closures prior to construction. The proposed start of construction is spring 2024.

The cost associated with this project is approximately \$1,617,825 which includes preliminary engineering, right-of-way, and construction. The project will be funded using State funds from the Toll Lease Amendment Proceeds.

The Federal Highway Administration (FHWA) and INDOT have agreed this project falls within the guidelines of a Categorical Exclusion (CE) Level 2 environmental document. This document categorized and describes the project's impacts to environmental resources like trees, floodplains, and cultural resources. For this project, the most significant impacts are expected to come from tree clearing and maintenance of traffic. Preliminary design plans along with the CE are available for review at the following locations:

1. Portage Public Library, 2665 Irving St, Portage, IN 46368. Documents will be available during all library operating hours.
2. INDOT LaPorte District Office, 315 Boyd Blvd, La Porte, IN 46350. Documents will be available Monday through Friday, 7:00 AM to 4:00 PM.
3. Documents are also available for online viewing at the following web address: <https://tinyurl.com/mcnu7cex>.

All interested persons may request a public hearing be held and/or express their concerns by submitting comments to: Troyer Group, ATTN: James Landry, 3930 Edison Lakes Pkwy, Mishawaka, IN 46545 or jlandry@troyergroup.com, (256) 633-0283. Comments may also be submitted to the INDOT Project Manager, Ashley Pryzbylinski, at 315 Boyd Blvd, La Porte, IN 46350 or apryzbilinski@indot.in.gov / (219) 402-7342. We respectfully request comments be submitted by July 20, 2022.

With advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the public involvement, including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired, and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids, including language interpretation services and document conversion. Should an accommodation be required, please contact Lisa Shrader, INDOT Consultant Service Manager at INDOT LaPorte District, 315 E. Boyd Rd., LaPorte, IN 46350, email address: lshrader@indot.in.gov.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 CFR 771.111(h)(1), which states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program," 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested Parties and revise the process, as appropriate; and The INDOT Project Development Public Involvement Procedures Manual approved by the Federal Highway Administration on July 7, 2021.

*** Proof of Publication ***

Troyer Group

JUL 21 2022

Received

State of Indiana)
) ss:
Porter County)

Personally appeared before me, a notary public in and for said county and state, the undersigned Nicole Muscari who, being duly sworn, says that She/he is Legal Clerk of the Northwest Indiana Times newspaper of general circulation printed and published in the English language in the City of Valparaiso in state and county afore-said, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 time(s), the date(s) of publication being as follows:
July 5, 2022 July 12, 2022

The Troyer Group /Legals
Cherryl Connors
3930 EDISON LAKES PKWY P.O. BOX 543
MISHAWAKA IN 46545

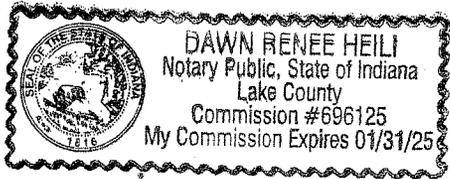
ORDER NUMBER 98399

The undersigned further states that the Northwest Indiana Times newspaper maintains an Internet website, which is located at www.nwi.com website and that a copy of the above referenced printed matter was posted on such website on the date(s) of publication set forth above.

Nicole Muscari, Legal Clerk
By: Christina Palma

Subscribed and sworn to before me this 13 day of July, 2022

Dawn Renee Heili
Notary Public



My commission expires:
Section: Legals
Category: 199 Legal - Porter County

PUBLISHED ON: 07/05/2022, 07/12/2022

TOTAL AD COST: 136.48
FILED ON: 7/12/2022

DES. 1600701
LEGAL NOTICE OF PLANNED
IMPROVEMENT

Indiana Department of Transportation (INDOT) is developing plans to improve the safety of the intersection of State Road (SR) 149 and Robbins Rd, southeast of the City of Portage, Porter County, Portage and Liberty Townships. The construction limits for the project will stretch from 0.58 to 0.93 mile N of US 6 on SR 149 and from 160 ft. W to 160 ft. E of 149 on Robbins Rd.

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The cost associated with this project is approximately \$1,617,825 which includes preliminary engineering, right-of-way, and construction. The project will be funded using State funds from the Toll Lease Amendment Proceeds.

The Federal Highway Administration (FHWA) and INDOT have approved this project falls within the

***** Proof of Publication *****

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jlandry@troyergroup.com, (256) 633-0283. Comments may also be submitted to the INDOT Project Manager, Ashley Pryzbylinski, at 315 Boyd Blvd, La Porte, IN 46350 or

apryzbillnski@indot.in.gov / (219) 402-7342. We respectfully request comments be submitted by July 20, 2022.

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provides full and open access to all interested Parties and revise the process, as appropriate; and The INDOT Project Development Public Involvement Procedures Manual approved by the Federal Highway Administration on July 7, 2021.

7/5, 7/12 - 98399 HSPAXLP

ATTACH COPY OF ADVERTISEMENT HERE

The Troyer Group
(Governmental Unit)

To: The Times Media Company

Porter County, Indiana

1111 Glendale Blvd., Valparaiso, IN 46383

PUBLISHER'S CLAIM

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) -- number of equivalent lines

Head -- number of lines
Body -- number of lines
Tail -- number of lines
Total number of lines in notice

COMPUTATION OF CHARGES

187 lines, 1 column wide equals 187 equivalent lines at 11 line .7338 cents per line

Additional charges for notices containing rule or tabular work (50 per cent of above amount) \$ 136.48

Charge for extra proofs of publication (\$1.00 for each proof in excess of two)

TOTAL AMOUNT OF CLAIM \$ 136.48

DATA FOR COMPUTING COST

Width of single column in picas 9p4
Number of insertions 2

Size of type 7.0 point.

98399

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper (2) times. The dates of publication being as follows:

July 5, 2012 July 12, 2012

Additionally, the statement checked below is true and correct:

- Newspaper does not have a Web site.
- X.. Newspaper has a Web site and this public notice was posted on the same day as it was published in the newspaper.
- Newspaper has a Web site, but due to technical problem or error, public notice was posted on
- Newspaper has a Web site but refuses to post the public notice.

Date July 13, 2012

Nicole L. Muscari
Title: Legal Clerk



By: Cristina Palma

LEGAL ADVERTISING

See table of legal rates in the applicable State Board of Accounts Bulletin

Claim No. _____ Warrant No. _____

IN FAVOR OF

The Times Media Company
1111 Glendale Blvd., Valparaiso, IN 46383

\$ _____

ON ACCOUNT OF APPROPRIATION FOR

Appropriation No. _____

ALLOWED _____

IN THE SUM OF \$ _____

I have examined the within claim and hereby certify as follows:

That it is in proper form.

That it is duly authenticated as required by law.

That it is based upon statutory authority.

That it is apparently
correct
incorrect

I certify that the within claim is true and correct; that the services there in itemized and for which charge is made were ordered by me and were necessary to the public business

Adjacent Property Owners

Property Owner	Address
Scott & Lilliana Shaw	279 W 875 N, Valparaiso, IN, 46385
Catherine Johnson	892 N State Rd. 149, Valparaiso, IN, 46385
Gerald Kilch	259 W 875 N, Valparaiso, IN 46385
Milton & Miriam Glovatsky	302 W 875 N, Valparaiso, IN 46385

Project Stakeholders

Agency

Email/contact info

Federal Highway Administration

k.carmanygeorge@dot.gov

Indiana Department of Natural Resources - DFW

environmentalreview@dnr.in.gov

US Fish and Wildlife Service

elizabeth_mccloskey@fws.gov

Army Corps of Engineers - Chicago District

chicagorequests@usace.army.mil

INDOT LaPorte District - Environmental Coordinator

SMichels@indot.IN.gov

NRCS

john.allen@usda.gov

NIRPC

ceklund@nirpc.org

Porter County Council

council@porterco.org

Porter County Surveyor

kbreizke@porterco.org

Porter County Plan Commission

rthompson@porterco.org

James Landry

From: Scott Shaw [REDACTED]
Sent: Friday, July 8, 2022 2:06 PM
To: James Landry
Subject: DES # 1600701, public hearing

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from [REDACTED] [Learn why this is important](#)

Good afternoon James. I received your letter of legal notice for DES # 1600701 today. I appreciate your organizations clear and concise communications. (We have spoken on the phone in the past.)

I do not have any comments, nor am I requesting a public hearing. However, I am interested in attending any hearing that may take place, and in reviewing any comments submitted by others. If a hearing is scheduled, please inform me of how I can attend. Additionally, if possible, I would like to read any comments submitted by others. Please let me know how I can do so.

Thanks and regards,

Scott Shaw

279 W 875 N

Also owner of impacted property on the NE corner of SR 149 and county road 875 N

James Landry

From: Brown, Anastasia F CIV USARMY CELRC (USA) <stasi.f.brown@usace.army.mil>
Sent: Monday, July 11, 2022 11:16 AM
To: apryzbilinski@indot.in.gov
Cc: SMichels@indot.IN.gov; James Landry; Stephan Summers; Higgins, Adam
Subject: RE: LRC-2022-437 - Pre-App - Porter - Des. 1600701 – SR 149 at Robbins Rd. Intersection Improvement

Follow Up Flag: Follow up
Flag Status: Flagged

Some people who received this message don't often get email from stasi.f.brown@usace.army.mil. [Learn why this is important](#)

Hello,

I have been assigned the project manager for the above referenced project.

We have no comments to add to the public notice at this time. Please be aware that federally jurisdictional resources may be present on your project site. A jurisdictional resource can only be identified with a recent (within 5 years) wetland delineation. Online mapping tools may be used in conjunction with a delineation, but cannot be used solely to determine with wetlands exist on the project site. If federally jurisdictional wetlands or waterways exist on the project site, a permit authorization may be required from this office.

If you have any questions or concerns, please do not hesitate to call or email me.

Thanks,

Stasi Brown (she/her/hers)
Project Manager
Regulatory Branch - U.S. Army Corps of Engineers

231 S. LaSalle St, Suite 1500
Chicago, Illinois 60604
(312) 846-5544

SHARP Victim Advocate
USACE SHARP 24/7 Helpline: 1-800-281-6224
DOD Safe Helpline 24/7 - 1-877-995-5247
Website and Online Chat: <http://www.safehelpline.org>

From: Murray, Teralyn R CIV CELRC (USA) <Teralyn.R.Murray@usace.army.mil>
Sent: Friday, July 8, 2022 2:49 PM
To: apryzbilinski@indot.in.gov
Cc: SMichels@indot.IN.gov; jlandry@troyergroup.com; ssummers@troyergroup.com; ahiggins@hwlochner.com; Brown, Anastasia F CIV USARMY CELRC (USA) <stasi.f.brown@usace.army.mil>
Subject: RE: LRC-2022-437 - Pre-App - Porter - Des. 1600701 – SR 149 at Robbins Rd. Intersection Improvement

Good afternoon -

Your request, file number LRC-2022-437, has been assigned to Ms. Stasi Brown. If additional information is requested during the review of your submittal, please email all documents directly to Ms. Brown.

Very Respectfully,

Teralyn Pompeii, P.E.
Chief, Regulatory Branch
U.S. Army Corps of Engineers, Chicago District
312-846-5535 (Office)
773-360-4091 (Cell)

From: James Landry <jlandry@troyergroup.com>
Sent: Tuesday, July 5, 2022 11:28 AM
To: 'aprzybylinski@indot.in.gov' <aprzybylinski@indot.in.gov>
Cc: Stephan Summers <ssummers@troyergroup.com>; Higgins, Adam <ahiggins@hwlochner.com>; 'Michels, Stewart' <SMichels@indot.IN.gov>
Subject: [URL Verdict: Neutral][Non-DoD Source] INDOT Des. 1600701 - SR 149 at Robbins Rd. Intersection Improvement, Notice of Planned Improvement

Hello,

Attached is a Notice of Planned Improvement for Des. 1600701 – SR 149 at Robbins Rd. Intersection Improvement. The project has entered the Public Involvement stage, and this notice is being published in the *Northwest Indiana Times* to offer the public an opportunity to request a public hearing, or provide other comments. If you have any further comments on this project or wish to request a public hearing, please contact me. Otherwise, no action is required.

Thank you,

James Landry | Manager – Environmental Services
jlandry@troyergroup.com | c [256.633.0283](tel:256.633.0283) | troyergroup.com



Response to Written Public Comments – SR 149 at Robbins Rd. Intersection Improvement (Des. 1600701)

Commenter Name:	General Nature of Comment:	Response to Comment:
Scott Shaw	<ul style="list-style-type: none"> • Owns property adjacent to the project area. • Is not requesting a public hearing, but would like to be informed if a hearing is organized and to read any additional comments that may be submitted. 	<ul style="list-style-type: none"> • Thank you for your interest in the project. No public hearing is being organized for this project. All comments received will be included in the project’s Environmental Document, which will be made available to the public after its approval.
U.S. Army Corps of Engineers	<ul style="list-style-type: none"> • Did not request a public hearing, but did provide feedback on potential water resource presence and permitting requirements. 	<ul style="list-style-type: none"> • Field investigations to determine water resource presence were performed by Cardno, Inc. on May 29, 2019 and April 29, 2021. Water Resources are discussed further in Section B of the Environmental Document. No impacts to any jurisdictional waterway or wetland are expected.

APPENDIX H

Air Quality & TIP / STIP Incorporation

NIRPC TIP Project Listing

2002534	Traffic, Other	District Traffic Project - Access Management; Various Locations	INDOT	State Funds	\$0	\$340,000	\$0	\$10,000	\$0	\$330,000	\$0	\$10,000	\$330,000	\$0	\$0	\$0	\$0	\$340,000	Yes
2002532	Intersection or Intersection Groups	Stop Control Warning Systems; Various Locations	INDOT	NHPP Non Interstate	\$410,000	\$0	\$0	\$10,000	\$0	\$400,000	\$0	\$10,000	\$400,000	\$0	\$0	\$0	\$0	\$410,000	Yes
1600701	Intersection or Intersection Groups	Intersection Improvement Project; Porter County	INDOT	State Funds	\$0	\$1,432,198	\$0	\$0	\$65,000	\$1,367,198	\$0	\$155,000	\$1,277,198	\$0	\$0	\$0	\$0	\$1,432,198	Yes

NIRPC TIP Amendment 22-53

27 transportation project(s) of 22-53

[BOOKMARK URL](#) [Printer Friendly](#) [Export to Excel](#)

ID	Contract #	Lead Agency	Title	Project Type	Total Cost	Fed Funds
1601149		Cedar Lake	E85 fuel-NEW	Other	\$50,000	CMAQ Chicago UZA
1901357	R-42491	INDOT	District Pavement Project (Interstate)	Road Recons/Rehab/Resurf	\$11,441,398	NHPP Interstate
2000495	R-43004	INDOT	District Pavement Project (Interstate)	Road Recons/Rehab/Resurf	\$12,862,285	NHPP Interstate
2000492	R-43003	INDOT	District Pavement Project (Interstate)	Road Recons/Rehab/Resurf	\$20,879,221	NHPP Interstate
2000497	R-43005	INDOT	District Pavement Project (Non-I)	Road Recons/Rehab/Resurf	\$5,349,500	NHPP Interstate
2000062	R-42998	INDOT	District Bridge Project (Rehabilitation)	Bridge	\$2,419,689	NHPP Non Interstate
2000094	R-42998	INDOT	District Bridge Project (Rehabilitation)	Bridge	\$1,969,245	NHPP Non Interstate
1600701	R-42249	INDOT	Intersection Improvement Project	Other	\$1,614,518	NHPP Non Interstate
1702989		INDOT	Intersection Improvement; Roundabout	Intersection	\$2,485,412	NHPP Non Interstate
1700022	R-42251	INDOT	Intersection Improvement Project	Intersection	\$2,959,506	NHPP Non Interstate
2000534	R-43008	INDOT	District Pavement Project (Non-I)	Road Recons/Rehab/Resurf	\$1,144,397	NHPP Non Interstate
2000529	R-42998	INDOT	District Pavement Project (Non-I)	Road Recons/Rehab/Resurf	\$14,749,538	NHPP Non Interstate
1600693	R-42248	INDOT	Added Travel Lanes Project	Intersection	\$1,658,058	NHPP Non Interstate
2000095	R-42998	INDOT	District Bridge Project (Rehabilitation)	Bridge	\$992,059	NHPP Non Interstate
2000499	R-43006	INDOT	District Pavement Project (Non-I)	Road Recons/Rehab/Resurf	\$1,935,282	NHPP Non Interstate
2000096	R-42998	INDOT	District Bridge Project (Rehabilitation)	Bridge	\$856,103	NHPP Non Interstate
1701532	R-41201	INDOT	District Pavement Project (Non-I)	Road Recons/Rehab/Resurf	\$3,852,470	NHPP Non Interstate
1900833		INDOT	Bridge over Norfolk Southern Local TRAXX	Bridge	\$4,306,196	
1801911		INDOT	Bridge over Canadian National	Bridge	\$9,870,150	
1900832	B-41853	INDOT	Local Trax, New Bridge Construction	Bridge	\$2,604,015	
1801907		INDOT	Bridge over Norfolk Southern	Bridge	\$10,668,000	
1801912		INDOT	New Bridge Tipton / Park Street over RR crossing.	Bridge	\$7,184,832	
1801906		INDOT	Colorado Street bridge over RR crossing	Bridge	\$6,279,140	
1900830		INDOT	N Clark Rd Local Traxx	Intersection	\$22,436,060	
1900834		INDOT	Bridge over Canadian National	Bridge	\$14,273,247	
1702151		Valparaiso	Landscaping at US 30	Other	\$2,859,608	* N/A
1702150		Valparaiso	Landscaping at US 30	Other	\$3,953,125	



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

April 26, 2022

Mr. Jermaine R. Hannon, Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Ms. Kelley Brookins, Regional Administrator
FTA Region 5
200 West Adams St.
Suite 320
Chicago, IL 60606-5253

Dear Mr. Hannon /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its Draft FY 2022-2026 Statewide Transportation Improvement Program (STIP) for review and comment by your offices.

Included in the final submitted document is a listing of the state’s expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIP’s will be included in the FY 2022-2026 STIP by reference, pending FHWA approval in May 2022.

Area Plan Commission of Tippecanoe County (APCTC)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)	FY 2022-2026
• <i>Version 3/11/2022</i>	
Columbus Area Metropolitan Planning Organization (CAMPO)	FY 2022-2026
• <i>Version 3/22/2021</i>	
Delaware-Muncie Metropolitan Plan Commission (DMMPC)	FY 2022-2025
• <i>Version 12/15/2021</i>	
Evansville Metropolitan Planning Organization (EMPO)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Kokomo-Howard County Governmental Coordinating Council (KHCGCC)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2020-2025
• <i>Version 3/29/2022</i>	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2022-2025
• <i>Version 8/18/2021</i>	
Michiana Area Council of Governments (MACOG)	FY 2022-2026
• <i>Version 3/09/2022</i>	

Madison County Council of Governments (MCCOG)	FY 2022-2026
• <i>Version 7/13/2021</i>	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2022-2026
• <i>Version 3/28/2022</i>	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2022-2026
• <i>Version 3/17/2022</i>	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2020-2023
• <i>Version 03/10/2022</i>	
Terre Haute Area Metropolitan Planning Organization (THAMPO)	FY 2020-2024
• <i>Version 08/26/2021</i>	

In addition, INDOT has expanded our public involvement process by taking advantage of virtual meeting techniques and allowing accessibility to online documents, materials, virtual meeting registration, recorded virtual meetings, and comment forms. INDOT also leveraged our planning partner contacts (MPOs, RPOs, LTAP), social media, and notifications sent to local libraries, housing authorities, senior aging centers, and local newspapers across the state.

We greatly appreciate FHWA/FTA support in the development of the STIP 2022-2026 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact Michael McNeil, STIP Specialist at 317-232-0223 or at mmcneil@indot.in.gov.

Sincerely,



Michael Smith, Commissioner
Indiana Department of Transportation

cc: (w/enclosure): FTA
Michelle Allen, FHWA
Jeffrey Brooks, INDOT
Kristin Brier, INDOT
Kathy Eaton-McKalip, INDOT
Louis Feagans, INDOT
Roy Nunnally, INDOT
Larry Buckel, INDOT
Jay Mitchell, INDOT
Jason Casteel, INDOT
Michael McNeil, INDOT



Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253

U.S. Department
of Transportation

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

June 17, 2022

Mr. Michael Smith
Commissioner
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

SUBJECT: Indiana FY2022-2026 STIP Approval and Associated Federal Planning Finding

Dear Mr. Smith:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2022-2026 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the INDOT request letter dated April 27, 2022.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2022-2026 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) directly incorporated into the STIP, subject to the corrective actions identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5th year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2022-2026 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2022-2026 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective actions outlined in the FPF. This approval is effective June 17, 2022, and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report. FHWA and FTA will continue to partner with INDOT to ensure the previously developed action plan (attached) is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY2022-2026 STIP, or adoption of the FY2024-2028 STIP, may not be approved by USDOT.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Michelle Allen of the FHWA Indiana Division at (317) 226-7344, or by email at michelle.allen@dot.gov, or Mr. Jason Ciavarella of the FTA Region 5 Office at (312) 353-1653, or by email at jason.ciavarella@dot.gov.

Sincerely,

**KELLEY
BROOKINS** Digitally signed by
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Date: 2022.06.13
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Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

**JERMAINE
R HANNON** Digitally signed by
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Date: 2022.06.13
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Jermaine R. Hannon
Division Administrator
FHWA Indiana Division

cc: (transmitted by e-mail)
Louis Feagans, INDOT
Roy Nunnally, INDOT
Karen Hicks, INDOT

Attachments have been removed for the purposes of this NEPA document.

APPENDIX I

Miscellaneous

ABBREVIATED ENGINEER'S REPORT

INTERSECTION IMPROVEMENT PROJECT IMPROVEMENT

R-42249 DES 1600701

SR 149 VERTICAL SIGHT DISTANCE CORRECTION & ADDED LEFT TURN LANES

INTERSECTION OF SR 149 AND CR875N/ROBBINS ROAD IN PORTER COUNTY

PREPARED FOR LaPORTE DISTRICT TECHNICAL SERVICES DIVISION

ABBREVIATED ENGINEER'S REPORT

PROJECT NUMBER: 1600701

ROUTE IDENTIFICATION AND FEATURE CROSSED:
SR 149 AT CR875N/ROBBINS RD 0.75 MI. NORTH OF US 6

PROJECT LOCATION: SECTIONS 20 & 21, T-36-N, R-6-W, PORTAGE AND LIBERTY TOWNSHIPS,
PORTER COUNTY, INDIANA

REFERENCE POST: RP 04+59

Purpose of Report

The purpose of this report is to document the engineering assessment phase of project development, including all coordination that has been completed in preparation for this project. This document outlines the proposal and is intended to serve as a guide for subsequent survey, design, environmental, right of way and other project activities leading to construction. The preferred alternative identified in this document is considered pre-decisional, pending the outcome of environmental studies.

Project Location

This project is located on SR 149 at CR 875 N/Robbins Rd 0.75 Mi. North of US 6 in Porter County. The project is in the Indiana Department of Transportation's (INDOT) LaPorte District, Gary Sub-District. The project's location is within the Northern Indiana Regional Planning Commissions' (NIRPC) regional planning organization boundary.

A project location map is attached to this document.

Project Need and Purpose

The need of this project is based on accident frequency and severity at the subject intersection. Over time, an increase in traffic has brought an increase in crashes and severity. Crashes are attributed to lack of left turn lanes at the intersection and poor sight distance looking north due to vertical geometry. The purpose of this project is to improve intersection safety by reducing rear-end and right-angle crashes by installing a left-turn-lane on SR 149 and improving intersection sight distance by modifying vertical geometry. The ultimate goal of this project (per the provided Mini-Scope document) is to reduce crashes by 48% for those caused by the lack of left turn lanes on SR 149, and by 9% for those caused by the sub-standard sight distance.

Previous Studies

INDOT previously prepared a Call Application Report Project (Mini Scope) dated 12/14/16. The report was prepared by District Traffic Asset Engineer Alan Holderread. The "Intent/Purpose of the Project" was identified as "Provide left-turn lanes on SR149 and increase sight distance to the north by changing SR149 vertical alignment". The document is appended to this report.

Existing Facility (Mainline)	
Route:	SR 149
Functional Class:	Other Principal Arterial
Posted Speed:	50 Mph
Member Road Systems	3R
	Not on National Highway System
	Not on National Truck Route
	Within Urban Area Boundary (Suburban)
Access Control:	None

Existing Facility (Minor Road Approach)	
Route	CR 875 N/ Robbins Rd
Functional Class	Minor Collector
Posted Speed	35 Mph
Member Road Systems	3R Not on National Highway System Not on National Truck Route Within Urban Area Boundary (Suburban)
Access Control	None

Roadway Geometry (Existing)	
Route	SR 149
Functional Classification	Urban (Suburban) Arterial
Terrain	Level
Scope of Work	Intersection Improvement
Lane Width	12 Ft.
No. of Lanes	2
Auxiliary Lanes	None
Usable Shoulder Width	2 Ft.
Paved Shoulder Width	2 Ft.
Curbed Sections	None
Horizontal Curvature	None
Stopping Sight Distance at Vertical Curves	447 Ft.
Maximum Grades	3.74%
Through-Travel-Lane Cross Slope	2.0%

Bridge Geometry (Existing)	
Route	SR 149
Structure No.	149-64-03978 B
Lane Width	12 Ft.
No. of Lanes	2
Auxiliary Lanes	None
Usable Shoulder Width	10 Ft.
Clear Bridge Width	44 Ft.

Anticipated project limits will terminate at the existing Reinforced Concrete Bridge Approach 907 Ft. north of the intersection. Bridge received an overlay in 2017 Contract B-35152.

Guardrail is located within the north project limits, 630 Ft. north of the intersection. The guardrail has OS-GRET and TGB transitions at the bridge railing.

Drainage

Existing drainage through the project is primarily through sheet flow away from the road into ditch lines on the outside of the pavement. The storm water management system was established to convey runoff from the roadway to the outside side ditch lines, then to propagate flow to larger ditch lines or rivers adjacent to or flowing under / away from SR 149.

Six small structures are located under driveways within the project limits.
 Two small structures are located under public road approaches within project limits.
 One small structure crosses SR 149 within the project limits.

Railroads

There are no railroad crossings within the project limits.

Traffic Data

The District Traffic Engineer provided the following statement during developments of this report. "INDOT collected turning movement counts on 7/22/2020. Due to the pandemic, they were much lower than previous turning movement or AADT counts. The project will utilize 2012 turning movement counts for the design of the project or until volumes normalize."

AADT values for SR 149 were gathered from the INDOT Traffic Count Database and are listed below.

Year	AADT (VPD)	DHV (VPH)	TRUCK AADT (VPD)
2018 (Data Year)	10,201	912	536

The turning movement data was provided from 2012 (6am-6pm) and will be used to determine necessary turn lane storage lengths. A summary of this data is provided below.

SR 149 Southbound			CR 875N Westbound			SR 149 Northbound			CE 875N Eastbound		
Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
218	3899	68	34	208	37	79	3757	437	386	267	185

Crash Data and Analysis

Crash data was reviewed as part of this assessment and RoadHAT analysis was prepared. A total of 43 recorded crashes took place within the project limits during the three year crash study period (2016 through 2019). The following table summarizes the number and types of crashes.

Type	Number
Collision With Deer	3 (1)
Collision With Object In Road	2 (0)
Head On Between Two Motor Vehicles	2 (1)
Left Turn	2 (0)
Ran Off Road	13 (4)
Rear End	10 (2)
Right Angle	9 (5)
Same Direction Sideswipe	2 (0)
TOTAL:	43 (13)

X (Y): X indicates the number of crash type
 Y indicates those resulting in injury

The RoadHAT analysis resulted in an Index of Crash Frequency (ICF) of 4.82 and an Index of Crash Cost (ICC) of 3.33. This analysis indicates that this road section is not performing as expected and that the number of crashes greatly exceeds the expected number of crashes for this type of roadway. The high value of the ICC indicates that the crash severity is higher than should be expected for this type of roadway

Alternatives and Recommendations

This report will focus alternative development to integrate crash mitigation treatments that will facilitate reduction of the rear end and right angle crash types. The following crash mitigation treatments were presented in the “Mini-Scope” to improve the overall safety of the intersection.

- Install left-turn lanes (CRF of 48)
- Increase sight distance (CRF of 9)

Alternative A: Do Nothing

This alternate would not address the safety concerns of the intersection, which would result in greater potential crash occurrence. This alternative does not meet the need nor achieve the purpose of the project and will not be considered further.

Alternative B: Provide left-turn lanes on SR149 and increase sight distance to the north by changing SR149 vertical alignment

This alternative meets the need and purpose of the project and is the preferred alternative.

- Widen SR 149 to provide a 12' wide left-turn lane at mainline intersection approaches.
 - This will provide deceleration length and storage refuge for left-turning traffic on SR 149.
 - Installing left-turn lanes will decrease the chances for rear end collisions.
- Improve sight distance to the north by modifying the vertical grade on the Mainline and approach roadways to meet Intersection Sight Distance criteria.
 - Improving sight distance will decrease the chances for right-angle crashes from minor-leg and mainline traffic.

Roadway Geometry (Proposed) (4R Criteria)	
Route	SR 149
Design Year	2042
AADT	12,883
Functional Classification:	Urban (Suburban) Arterial
Terrain	Level
Scope of Work	Intersection Improvement
Design Criteria	4R
Design Speed	50 Mph (Posted)
Lane Width	12 Ft.
No. of Lanes	2
Auxiliary Lanes	12 Ft. Left Turn Lane
Usable Shoulder Width	10 Ft.
Paved Shoulder Width	10 Ft.
Curbed Sections	None
Horizontal Curvature	None
Stopping Sight Distance at Vertical Curves	557 Ft.
Maximum Grades	3.74%
Through-Travel-Lane Cross Slope	2.0%

The project limits are approximately 1000 Ft. north and south of the intersection and 300 Ft. east and west of the intersection. These distances will be set by the required horizontal taper and turn lane geometry. The turn lane length and tapers to the north may be limited by the location of the bridge over Salt Creek. The lane shift tapers will need to be tied back into the 2 lane section by this point, as widening of the bridge is outside of the scope of this project.

In order to minimize right of way impacts and limit the area of construction, side slopes of 3:1 are proposed for the fore slope and 2.5:1 to 3:1 for the back slope. This will require a level 2 design exception. This provides a relatively safe roadway user experience, and matches the existing side slope conditions. The addition of a 10' paved shoulder will provide further offset from the 3:1 side slopes and ditchline and therefore added safety compared to the current condition of 2' paved shoulders. Guardrails will be perpetuated, and extended slightly to meet runout requirements.

Improvements to intersection sight distance based on the vertical curvature are limited by the location of a Marathon Pipeline to the north of the intersection; see the "Utilities" section below for further discussion.

There are no existing ADA facilities within the project limits that require upgrades.

Designer shall review the age and condition of the existing sheet signs within the project limits. Replacement of sheet signs is anticipated if the age of the signs will be greater than 15 years at time of construction or if roadway geometry requires replacement.

Designer shall review the age and condition of drainage structures within the project limits. Replacement of drainage structures is anticipated if the condition of the structures is fair or worse or if roadway geometry requires replacement.

Pavement design and a geotechnical investigation will be needed for this project.

This project is proposed to take place in INDOT fiscal year 2022

Traffic Maintenance during Construction

This project is not considered a mobility significant project per IDM Chapter 503, and will not require the development of a Transportation Management Plan (TMP).

The proposed work will necessitate full closure with detour during construction.

The detour for SR 149 may utilize US 6 to SR 49 to US 20 back to SR 149.

Cost Estimate

The estimated construction cost of the preferred alternative is \$1,401,389.

Environmental Issues

Environmental Impacts		
Y/N	Description	Notes
Y	Tree Clearing	Approximately 1 Ac of tree clearing is anticipated to be required for this project.
N	Fish	No fish are anticipated to be disturbed during the course of this project
Y	Bats	According to USFWS IPaC site, the Indiana Bat (<i>Myotis sodalis</i>) and the Northern Longeared Bat (<i>Myotis septentrionalis</i>) have a potential to be affected by activities at the project location. However, IPaC also states there are no critical habitats at this location, therefore the project will likely be found to “not likely to adversely affect” the identified threatened and endangered bat species. The effect finding will be confirmed during Section 7 Consultation by the District’s consultant during the environmental document preparation.
N	Historical	INDOT Cultural Resource Officer (CRO) have completed their review of the project’s eligibility for the Minor Project Programmatic Agreement, which exempts the project from a detailed Section 106 evaluation. INDOT CRO has determined that Category B-3 of the MPPA is applicable, and therefore no further Section 106 work is necessary. However, this determination is contingent upon the avoidance any unevaluated portions of site archaeology site 12PR820. Any portion of site 12PR820 that might exist beyond the survey limits must be avoided by all project activities or else subjected to additional archaeological investigation to evaluate its eligibility. This area should be physically marked for avoidance during construction with stakes or fencing and should be labeled on project plans as “Environmental Sensitive Area – Do not Disturb.”
CE Type	CE-2	The District or the District’s consultant will prepare an environmental document in accordance with the National Environmental Policy Act, National Historic Preservation Act, and other relevant laws.

Permits Required		
Y/N	Description	Notes
N	USACE 404	
N	IDEM 401	
N	IDNR CIF	
N	IDNR Navigable Waterway	
Y	IDEM Rule 5	Best management practices for erosion and sediment control will be incorporated into the plans and implemented during construction. A Rule 5 permit from the Indiana Department of Environmental Management (IDEM) will be required for this project as disturbances greater than one acre pursuant to 327 IAC 15-5 are anticipated.
Storm Water Quality Manager Level	SWQML 1	Storm Water Quality Manager Level 1 will be required.

This project will likely require preparation of a CE Level 2, due to the amount of Right-of-Way acquisition anticipated for the project. The District or the District’s consultant will prepare an environmental document in accordance with the National Environmental Policy Act, National Historic Preservation Act, and other relevant laws.

Roughly 1 acre of tree clearing is currently anticipated for the project. Designer shall ensure that tree clearing is limited to what is necessary for the project requirements.

No publicly owned parks, recreational areas or historic sites considered as Section 4(f) properties were identified within the project limits. A Section 4(f) analysis may not be necessary as part of the environmental documentation prepared for the project.

A waters report and wetland delineation map will be required.

A Rule 5 erosion control permit will be required for this project. Best management practices will be incorporated into the plans and constructed regardless of whether a Rule 5 permit is needed.

Right-of-Way Impact

This project is expected to require the purchase of right of way. It is anticipated that roughly 1.8 acres of new ROW throughout the project limits will be required for the widening anticipated on the project. Right of Way acquisition is anticipated for 5 parcels. An additional 0.3 acre of re-acquisition will be required, along with temporary right of way for re-grading.

Utilities

The following utilities have been identified within the project limits and will be impacted by the proposed improvements required additional coordination.

Utility Name	Utility Type
Comcast	Communication
Frontier Communications	Communication
Indiana American Water Co.	Water
Centurylink (National)	Communication
Marathon Pipeline	Gas
NIPSCO Electric	Elec

One item of importance driving design is the Marathon Pipeline located north of the subject intersection. The facility is a 10" steel pipeline. Subsurface Utility Engineering was performed and the data is attached to this report. Due to the depth of the facilities and the impracticality of pipe relocation, modifications to the roadway vertical profile resulting in increased cover are not permitted. Additional coordination is required.

Additionally, a 30" watermain exists to the west of the existing SR 149 INDOT right of way. The watermain is believed to be in an easement belonging to Indiana American Water, which would put it in a reimbursable position should that watermain need to be relocated. Approximate depths of the watermain are also included in the Subsurface Utility Engineering data attached to this report.

Additional Attachments:

- Project Location Map
- Mini-Scope Document
- Preliminary Level 1 Checklist
- Preliminary Cost Estimate
- Subsurface Utility Exploration Drawing
- RoadHAT Analysis (ICF and Cost/Benefit)
- Turning Movement Counts (2012)

LOCHNER

Concurrence

This document was prepared by:



09/01/2020

Adam Higgins, PE
Project Manager, Lochner

Reviewed by:

Alan Holderread

Digitally signed by Alan Holderread
Date: 2020.09.02 06:37:28 -05'00'

9/1/2020

Alan Holderread
Traffic Engineer, LaPorte District
Recommend: APPROVAL / DISAPPROVAL

Reviewed by:



9/1/2020

Paul South, PE
District Scoping Manager, LaPorte District
Recommend: APPROVAL / DISAPPROVAL

Approved by:

Steve J Benczik

Digitally signed by Steve J. Benczik
Date: 2020.09.02 08:55:36 -05'00'

9/1/2020

Steve Benczik, PE
System Asset Manager, LaPorte District

Master Record Number	Collision Date	Collision Time	Roadway Number	Roadway Id	Intersecting Road Number	Manner of Collision	Narrative
902856353	1/12/2017	2337	CR875N	CR875N	SR149	RAN OFF ROAD	<p>Narrative written by Officer B. Lambka</p> <p>-Event: On January 12, 2017 at approximately 11:40 PM, I was dispatched to the area of State Road 149 & CR 875 N in reference to a vehicle that ran off the roadway.</p> <p>-Statements: D1- D1 advised he was turning westbound on CR 875 N from northbound State Road 149 and was unable to negotiate the turn due to vehicle speed and the icy roadway. D1 advised that V1 left the roadway, went through a ditch, and came to a stop in a field in the northwest corner of the aforementioned intersection.</p> <p>-Investigation: Upon arrival, I located V1 in a field with moderate damage to the front of the vehicle. The roadway was determined to be slightly icy at the intersection resulting in slippery roadway conditions. D1 advised the vehicle would not operate due to damage and provided a statement of events.</p> <p>-Disposition: Driver statement and damage to the vehicle corroborates the cause of the crash. Precision Towing from Portage, Indiana took possession of the vehicle due to disabling damage.</p>
902864384	1/28/2017	1735	SR149	SR149	CR875N	RAN OFF ROAD	<p>D1 advised she was south bound on SR-149 passing Cr-875 n. D1 advised as she was driving her vehicle began sliding on the ice covered roadway and she spun out of control. D1 stated she crossed the north bound lanes and entered the ditch on the east side of the road. D1 stated when she entered the ditch her vehicle flipped over and came to rest on the roof.</p>
902874824	2/16/2017	625	SR149	SR149	CR875N	SAME DIRECTION SIDESWIPE	<p>Narrative by Officer R. Gosbin #94</p> <p>D1 stated that he was traveling north on State Road 149, nearing the intersection of County Road 875 N. D1 stated that he observed V2 indicating a right (east) turn onto County Road 875 N. He stated that as he began to pass V2 on the left, V2 quickly indicated a left (west) turn and began the turn. D1 stated that at this time, V1 was already attempting to pass V2 as V2 quickly turned left. The front right side of V1 impacted the front left side of V2.</p> <p>D2 stated that he was traveling north on State Road 149, nearing the intersection of County Road 875 N. D2 stated that he indicated a left (west) turn onto County Road 875 N. D2 stated that as he began the turn, V1 began to pass, and impacted the front left of V2.</p> <p>Evidence at the scene indicated that both V1 and V2 were traveling north on State Road 149. V1 began to pass V2 as V2 made a left (west) turn onto County Road 875 N. The front right side of V1 impacted the front left side of V2.</p>
902884886	3/7/2017	1019	SR149	SR149	CR875N	RAN OFF ROAD	<p>Narrative by Officer Kostelnik, PCS #138</p> <p>Driver 1 stated that he was traveling northbound on State Road 149 approaching the intersection of 875 North. While approaching the intersection, D1 advised that a car traveling eastbound on 875 North pulled out in front of him. D1 explained how he swerved to avoid a collision with the vehicle and ended up in the ditch.</p> <p>The evidence indicates that V1 ran off the roadway.</p>
902947804	6/21/2017	1704	SR149	SR149	CR875N	SAME DIRECTION SIDESWIPE	<p>Driver 1 stated she was northbound on SR 149, when she was forced to brake suddenly for a northbound vehicle slowing in front of her. Driver 1 stated she then braked, at which point she swerved to the right in an attempt to avoid collision. Driver 1 stated that upon swerving, Vehicle 1 struck the rear of Vehicle 2, which then left the scene northbound on SR 149. Driver 1 stated that upon collision, Vehicle 1 left the east side of the roadway, and came to rest in a ditch.</p> <p>Driver 2/ Vehicle 2 left the scene prior to my arrival.</p> <p>* Driver 1 stated Vehicle 2 appeared to have been a gray passenger car, however no other descriptors could be provided. I observed gray paint transfer on the front driver's side of the bumper of Vehicle 1.</p> <p>* Evidence at the scene was consistent with Driver 1's statement.</p> <p>* All information which was unknown was left blank in this report.</p> <p>07-13-17 supplemented by SAdamczewski. Corrected the vehicle year for V1.</p> <p>08-15-17 supplemented by SAdamczewski. Corrected V1 to read Chevrolet instead of Chevy per request of BMW</p>
902959221	7/11/2017	640	CR875N	CR875N	SR149N	RAN OFF ROAD	<p>Narrative by Officer Kerwin #124</p> <p>D1 advised that while traveling east on 875 N, east of ST RD 149, she observed a peacock with 4 offspring crossing the road. D1 stated that she became distracted by this and drifted off the roadway to the south, striking a mailbox with a large stone base.</p> <p>Evidence at the scene suggests that V1 struck a stone-based mailbox at 278 W 875 N while traveling east on 875 N. Doris Stringer, owner of the mailbox, was notified of the damage. Her phone number is 219-241-1502.</p>
902964712	7/20/2017	1627	SR149	SR149	CR875N	RAN OFF ROAD	<p>Narrative by Officer J. Crayne</p> <p>Driver 1 Statement: Driver 1 advised he was traveling southbound when the vehicles in front of his vehicle slammed on their brakes. Driver 1 advised he did not have enough time to stop and ran his vehicle off the roadway into a ditch.</p> <p>EVIDENCE: Evidence on scene indicates that the above statement is true. Driver 1 ran off the roadway to avoid striking the vehicle in front of his.</p>
902977614	8/12/2017	1432	SR149S	SR149S	CR875N	RIGHT ANGLE	<p>Narrative by Officer Kerwin #124</p> <p>D1 could not advise details of the incident. D1's passenger advised D1 stopped at the stop sign, facing west on 875 N on the east side of ST RD 149, but must not have seen V2 traveling south on ST RD 149 and pulled into the intersection striking V2.</p> <p>D2 stated that he was traveling south on ST RD 149 when V1 traveled west on 875 N into the intersection, striking his vehicle in the front driver's side area and pushing both vehicles into V3 which was stopped on 875 N facing east.</p> <p>D3 advised that V1, traveled west on 875 N through the intersection without stopping at the stop sign. D3 stated that V1 struck V2 which was southbound on ST RD 149 and pushed V1 and V2 into the passenger side of his vehicle.</p> <p>Evidence at the scene suggests that V1, traveling west on 875 N, failed to yield to V2, traveling south on ST RD 149. Furthermore, it appears the initial crash caused both vehicles to crash into V3, which was stopped at 875 N facing east. V1 and V2 suffered heavy front end damage. V2 sustained passenger side and driver's side damage as well. V3 sustained driver's side damage from V1 and V2.</p> <p>INJURIES: V1: D1, Geraldine Pearman, transported for chest pain Passenger, Louise Karwowski, transported for right hand laceration V2: D2, Adam Christopher, transported for chest and neck pain FR passenger, Buelah Caplett, transported for chest and abdomen pain RL passenger, Sophia Christopher, transported to be checked at request of mother -no complaint of pain RC passenger, Monica Morales, transported for right shoulder pain RR passenger, Frank Christopher, transported for chest/shoulder pain and bruising</p>
903022878	10/24/2017	1654	CR875N	CR875N	SR149	RAN OFF ROAD	<p>Driver of Vehicle 1 stated he was eastbound on 875 N just west of ST RD 149. D1 stated he was approaching the intersection and observed several vehicles stopped at the stop sign. D1 stated he pushed on his brakes and it felt like his ABS was not working. D1 stated he swerved off of the roadway to avoid striking another vehicle. At that time V1 struck a tree on the south side of the roadway. D1 stated he was not injured at this time.</p> <p>I spoke with the homeowner at 302 W 875 N who stated it was his tree. The top half of the tree snapped in half.</p> <p>It should be noted that it was raining and the road was slick at the time of the crash.</p>
903044690	11/23/2017	1520	SR149	SR149	CR875N	REAR END	<p>D1 stated that she was traveling north on St Rd 149 from South Haven in route to Chesterton. D1 was unable to articulate what occurred during the crash as she seemed disoriented.</p> <p>D2 stated that he was stopped in the northbound lane of St Rd 149 waiting to turn west onto 875 N. As V2 was stopped it was rear ended by V1. V1 then spun into the southbound lane striking V3, which was traveling south on St Rd 149.</p> <p>D3 stated that he was traveling south on St Rd 149 when V1 rear ended V2, and then spun into the southbound lane of St Rd 149, striking V3.</p> <p>W1 stated that he was traveling south on St Rd 149 behind V3. W1 observed V1 traveling north on St Rd 149 and rear end V2, which was stopped in the northbound lane of St Rd 149. After V1 rear ended V2, it spun out into the southbound lane striking V3.</p> <p>V1 sustained extensive damage over the entire body of the vehicle.</p> <p>V2 sustained heavy rear end damage.</p> <p>V3 sustained extensive damage over the entire body of the vehicle.</p> <p>Driver and witness statements along with vehicle damage are consistent with my crash investigation.</p>

903285923	12/24/2018	5:19 PM	SR149	SR149	CR875N	RIGHT ANGLE	D1 stated he was traveling east on County Road 875 N when he stopped at the stop sign at the intersection of State Road 149. D1 stated he didn't see any traffic and proceeded through the intersection striking V2.D2 stated he was traveling north on State Road 149 when he was approaching the intersection of County Road 875 N he observed V1 drive across both lanes causing V2 to strike V1.V1 sustained damage to the front passengers wheel. V2 sustained damage to the front bumper and grill. V1 was towed from the scene.Evidence at the scene indicate that V1 failed to yield the right of way to traffic causing V2 to strike V1.
903303459	1/20/2019	1:20 PM	CR875N	CR875N	SR149	RAN OFF ROAD	D1 was very quite and unresponsive at times. D1 stated he was lost and was trying to get back to the CDI training facility and he could not keep the semi truck on the road. V1 was traveling westbound on CR 875 N and ran off the road thus impacting a guardrail.Evidence indicates V1 was traveling too fast for conditions and ran off the road causing V1 to impact with a guardrail."D1 was transported by EMS. D1 did not advise a specific problem and did not show obvious physical injuries. D1 asked to be medically cleared and then refused to speak with EMS. EMS then made the decision to transport D1.
903333296	3/7/2019	1:00 AM	SR149	SR149	CR875N	RAN OFF ROAD	D1-D1 was not at the scene when the vehicle was discovered. D1 was apprehended by another Officer on a prior call (reference 1909758) due to multiple warrants out of Lafayette. D1 while in custody with Officer Schafer, stated that he attempted to commit suicide by running his vehicle off the road. Evidence- Evidence at the scene indicates that V1 was traveling southbound on State Road 149, just north of CR 875 N. D1 then turned left (crossing the northbound lane) and ran V1 off the road, struck a CenturyTel sign, then continued into the woods on the east side of the State Road 149. V1 rotated and struck a tree with it's rear bumper, where the vehicle came to rest.
903348667	4/6/2019	7:30 AM	SR149	SR149	CR875N	HEAD ON BETWEEN TWO MOTOR VEHICLES	D1 advised that she was traveling south on SR 149 north of CR 875 N. D1 advised that she observed something in the roadway so she swerved left of center into northbound traffic. V1 then struck V2 head on who was traveling northbound.D2 advised that he was traveling north on SR 149 north of CR 875 N. V1 was traveling south towards him. V1 then swerved into the northbound lane and struck V2 head on. D2 advised that he did not see anything in the roadway.Evidence on scene showed that these statements were true. D1 and D2 were treated on scene and refused further treatment. The passenger of V1 was transported to Porter Regional Hospital for her injuries.
903352486	4/13/2019	1:10 PM	SR149	SR149	CR875N	REAR END	Narrative by Officer R. Gosbin #94D1 stated that she was traveling North on State Road 149. D1 stated that she looked down at her GPS and when she looked back up she observed V2 stopping in traffic. D1 was unable to avoid a collision.D2 stated that he was traveling North on State Road 149 at the intersection of County Road 875 N. D2 stated that he was stopped awaiting traffic to turn left onto County Road 875 N. D2 stated that the rear of V2 was impacted by the front of V1.Evidence at the scene indicated that V1 and V2 were both traveling North on State Road 149. The front of V1 impacted the rear of V2.
903366730	5/4/2019	11:45 AM	SR149	SR149	CR875N	HEAD ON BETWEEN TWO MOTOR VEHICLES	D1 stated that he was stopped at the intersection of County Road 875 North and State Road 149, waiting to turn north. D2 was stopped at the same intersection, facing west. D1 said that he proceeded into the intersection, turning northbound when D2 entered the intersection and collided with the front passenger side of his vehicle.D2 stated that he was stopped at the intersection of County Road 875 North and State Road 149, facing west. D2 said when traffic on State Road 149 cleared, he entered the intersection, attempting to go straight across State Road 149. When he was halfway across State Road 149, V1 entered the intersection attempting to turn northbound. According to D2, V1 struck his vehicle on the front drivers side.The on-scene investigation revealed the cause of the crash to be failure to yield the right-of-way.
903387042	6/6/2019	2:54 PM	SR149	SR149	CR875N	RIGHT ANGLE	D1 stated he was traveling westbound on CR 875 N and approached the intersection of SR 149. D1 stated he made a complete stop at the sign and looked both directions for oncoming traffic. D1 stated he did not see any vehicles and continued straight to cross SR 149 and head westbound. D1 stated as he continued through the intersection at the last minute he saw V2 from his right side. D1 stated he was unable to avoid a collision and V2 impacted with the passenger side of V1. D1 initially refused medical attention but after his father arrived on scene, he requested D1 to be transported by EMS (rig #0681) for complaint of pain to his head. The force of the impact caused V1 to spin and come to a stop in the ditch of southwest corner of the intersection. V1 sustained heavy damage to the passenger side and airbag deployment from the initial collision and damage to the front end from resting in the ditch after the collision.D2 stated she was traveling southbound on SR 149 in the area of CR 875 N. D2 stated as she was traveling southbound approaching the intersection, at the last minute she observed V1 "blow" the stop sign to attempt to cross heading westbound. D2 stated she immediately attempted to stop to avoid a collision but was unable to in enough time causing V2 to impact V1 in the passenger side. The force of the collision caused V2 to spin and remain in the middle of the intersection facing northwest. D2 and her young daughter were initially seen my EMS personnel and her daughter was cleared. D2 complained of pain to her neck and head and was transported for further evaluation by EMS (rig #1365). V2 sustained heavy front end damage with airbag deployment.Evidence at the scene is consistent with V1 failing to yield the right of way due to CR 875 having stop signs and SR 149 does not have stop signs. Both vehicles were towed due to damages and only the drivers of the vehicles were transported by EMS.
903417525	7/29/2019	11:59 AM	CR875N	CR875N	SR149	RAN OFF ROAD	D-1 stated that she was southbound on SR 149 and making a right/west turn onto 875 N when she lost control of her vehicle. V-1 went off the southwest corner and struck a Stop Sign and became stuck on the southside of the roadway. The stop sign then became lodged underneath V-1. Evidence at the scene showed that the roadway was wet from the rainfall and D-1 failed to slow her speed enough before making the turn. V-1 skidded off the southwest side of the roadway and into a stop sign on that corner. V-1 struck the stop sign with its front bumper.
903460956	10/9/2019	6:37 PM	SR149	SR149	CR875N	REAR END	D#1 stated that he was northbound on ST RD 149 just south of CR 875 N. D#1 said that V#2 in front of him stopped because someone in front of him was going to turn left. D#1 advised he could not stop in time and struck the rear of V#2. D#2 said he too was northbound on ST RD 149 just south of CR 875 N. D#2 stated he stopped in traffic for a car in front of him. D#2 advised as he stopped he was struck in the rear by V#1. V#1 had extensive front end damage. V#2 had rear end damage.
903474984	10/30/2019	8:21 AM	CR875N	CR875N	SR149	LEFT TURN	D1 stated that he was eastbound on County Road 875 North, stopped at the intersection with State Road 149. While stopped at the stop sign, V2 turned in front of V1, causing the driver side of V2 to collide with the front drivers side bumper of V1.D2 stated that she was northbound on State Road 149, approaching the intersection with County Road 875 North. D2 made a left turn. During the turn the drivers side of V2 collided with the drivers side bumper of V1.The on-scene investigation revealed the cause of the crash to be failure to yield the right-of-way by V1. V1 had a stop sign, whereas V2 did not. V1 was also stopped completely past the stop sign, which did not leave the V2 enough room to complete the turn.
903482406	11/7/2019	4:52 PM	SR149	SR149	CR875N	RIGHT ANGLE	D1 stated he was traveling southbound McCool approaching CR 875 N preparing to turn east on CR 875 N. D1 advised he did not see any vehicles approaching northbound McCool which would have impeded his path, so he initiated his turn onto CR 875 N. D1 further advised, as he was turning, he was struck on the passenger side by V2. While speaking with D1, he stated he observed vehicles behind V2 with headlights on, however V2 did not have headlights on.D2 stated she was traveling northbound McCool in the area of CR 875 N. D2 advised as she was approaching CR 875 N, V1 initiated a turn from southbound McCool to eastbound CR 875 N. D2 further advised she did not have enough time to stop before striking V1 on the passenger side. When asked, D2 advised she did have her headlights on at the time of the crash.Evidence on scene indicates V1 turned in front of V2 from southbound McCool to eastbound CR 875 N causing V2 to strike V1. When examining the scene, I was unable to check if the headlights of V2 were functioning at the time of the crash due to the front end damage. I checked the tail lights of V2, and it appeared they were not on, indicating the headlights would not have been on at that time.
903480916	11/8/2019	7:27 AM	SR149	SR149	CR875N	RIGHT ANGLE	D1 advised that she was traveling north on SR 149 approaching CR 875 N. She then turned west on CR 875 N. V2 was traveling south on SR 149 towards her and struck the rear passenger side of V1.D2 advised that he was traveling south on SR 149 approaching CR 875 N. V1 was traveling north towards him. V1 then turned west on CR 875 N directly in front of him. D2 was unable to stop his vehicle and the front of V2 collided into the rear passenger side of V1.Evidence on scene showed that these statements were true. D1 advised that she did not have insurance on V1 yet so she was issued a citation for operating a vehicle without financial responsibility.
903497145	11/30/2019	3:00 AM	SR149	SR149	CR875N	RAN OFF ROAD	I spoke with D1 via telephone. D1 advised she was traveling north on State Road 149, attempting to turn left, westbound, onto County Road 875 North. D1 advised as she went to slow down to turn, her vehicle began to skid, and she ran off the roadway into a ditch at the northwest corner of the intersection. D1 advised the crash occurred at 3:00 AM, and she reported it late due to not being familiar with reporting requirements.Evidence on scene is consistent with statement given by D1. As a result of D1 traveling too fast for roadway conditions (rain) she was unable to slow down in a timely manner, causing her to skid off the roadway and into a ditch. V1 sustained very heavy front end damage and was removed by Precision Towing.
903516539	12/26/2019	4:45 PM	SR149	SR149	CR875N	RIGHT ANGLE	D1- D1 advised she was stopped at the intersection of CR 875 N and State Road 149 facing eastbound. D1 stated that she observed northbound and southbound traffic on State Road 149 and believed that there was no oncoming traffic. D1 advised she attempted to cross State Road 149 eastbound when V1 was struck on the front passenger side bumper by V2's front driver side bumper.D2- D2 advised that he was traveling northbound on State Road 149 approaching the intersection with CR 875 N. D2 stated that as he approached the intersection, V1 pulled out directly in front of him. D2 advised that he applied the brakes, but was unable to avoid striking V1's front passenger side bumper with V2's front driver side bumper.Evidence- Evidence at the scene suggests that V1 was stopped at the intersection of CR 875 N and State Road 149, attempting to cross State Road 149 eastbound. V2 was traveling northbound on State Road 149 approaching the intersection with CR 875 N. V1 entered the intersection into oncoming traffic and was struck on the front passenger side bumper by V2's front driver side bumper.
903518598	12/31/2019	6:17 AM	CR875N	CR875N	SR149	REAR END	D1- D1 stated that he was traveling eastbound on CR 875 N approaching the intersection with State Road 149. D1 advised that as he approached the intersection, he saw V2 on the south side of the road not moving. D1 stated that he attempted to slow down but was unable due to the snow on the ground. V1 then struck V2 on the rear driver side bumper with it's front passenger side bumper. D2- D2 stated that he was traveling eastbound on CR 875 N approaching the intersection with State Road 149. D2 advised that his front passenger tire left the roadway and prevented his vehicle from moving. D2 stated that a short time later V1 approached his vehicle and struck it on the rear driver side bumper. V2 was then pushed further off the roadway into a ditch after being struck by V1.Evidence- Evidence at the scene indicates V1 and V2 were eastbound on CR 875 N. V2 was on the south side of the road and stopped due to his vehicle becoming disabled. V1 was approaching V2 and was unable to stop due to the weather/road conditions. V1 then struck V2 on the rear driver side bumper with it's front passenger side bumper. V2 was then pushed into a ditch on the south side of CR 875 N due to the impact.

902430823	4/16/2015	2030	SR149	SR149		COLLISION WITH DEER	<p>I spoke with the driver, Kathleen Dillin. She advised she was driving north on State Road 149 on her way home from work at approximately 2030 hours on 04/16/2015. She told me she was north of US HWY 6 but south of Robbins road when one deer ran across the road, however she didn't make contact with it. She advised shortly after a second deer ran across the road in front of her vehicle, which she struck.</p> <p>I observed there to be front end damage to the vehicle and there was fur caught in the front grill.</p> <p>This report was taken as a courtesy to the Porter County Sheriff's Department.</p> <p>NFATT Ofc. K. Crook #165</p>
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Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated July 2020)

ProjectNumber	SubProjectCode	County	Property
1800037	1800037	Porter	Woodland Park
1800050	1800050	Porter	Forest Park Golf Course
1800065	1800065	Porter	Woodland Park
1800080	1800080	Porter	Woodland Park
1800127	1800127	Porter	Indiana Dunes State Park & Dunes Nature Preserve
1800130	1800130	Porter	Bicentennial Park, Northside Park
1800171	1800171E	Porter	Indiana Dunes State Park
1800173	1800173	Porter	Indiana Dunes State Park & Dunes Nature Preserve
1800270	1800270	Porter	Harold Rogers Lakewood Park
1800276	1800276	Porter	Imagination Glen Park
1800284	1800284	Porter	Dogwood Park
1800304	1800304B	Porter	Moraine
1800312	1800312E	Porter	Indiana Dunes State Park
1800327	1800327D	Porter	Indiana Dunes State Park
1800349	1800349	Porter	Thomas Drazer Memorial Park & Pleasant Twp. Pool
1800363	1800363M	Porter	Indiana Dunes State Park
1800378	1800378B	Porter	Indiana Dunes State Park
1800405	1800405Q	Porter	Moraine Nature Preserve
1800407	1800407	Porter	Imagination Glen Park
1800413	1800413L	Porter	Indiana Dunes State Park
1800429	1800429	Porter	Indiana Dunes State Park & Dunes Nature Preserve
1800443	1800443	Porter	Haven Hollow Park
1800452	1800452	Porter	Sunset Hill Farm County Park
1800460	1800460	Porter	Indiana Dunes State Park & Dunes Nature Preserve
1800484	1800484	Porter	Prairie Duneland Trail
1800495	1800495	Porter	Prairie Duneland Trail
1800498	1800498	Porter	Prairie Duneland Trail
1800539	1800539	Porter	Imagination Glen Park
1800591	1800591	Porter	Sunset Hill Farm Park
1800624	1800624	Porter	Imagination Glen Park
1800626	1800626C	Porter	Indiana Dunes State Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

Community of Comparison Map

County Selection Map

Geographies:

County

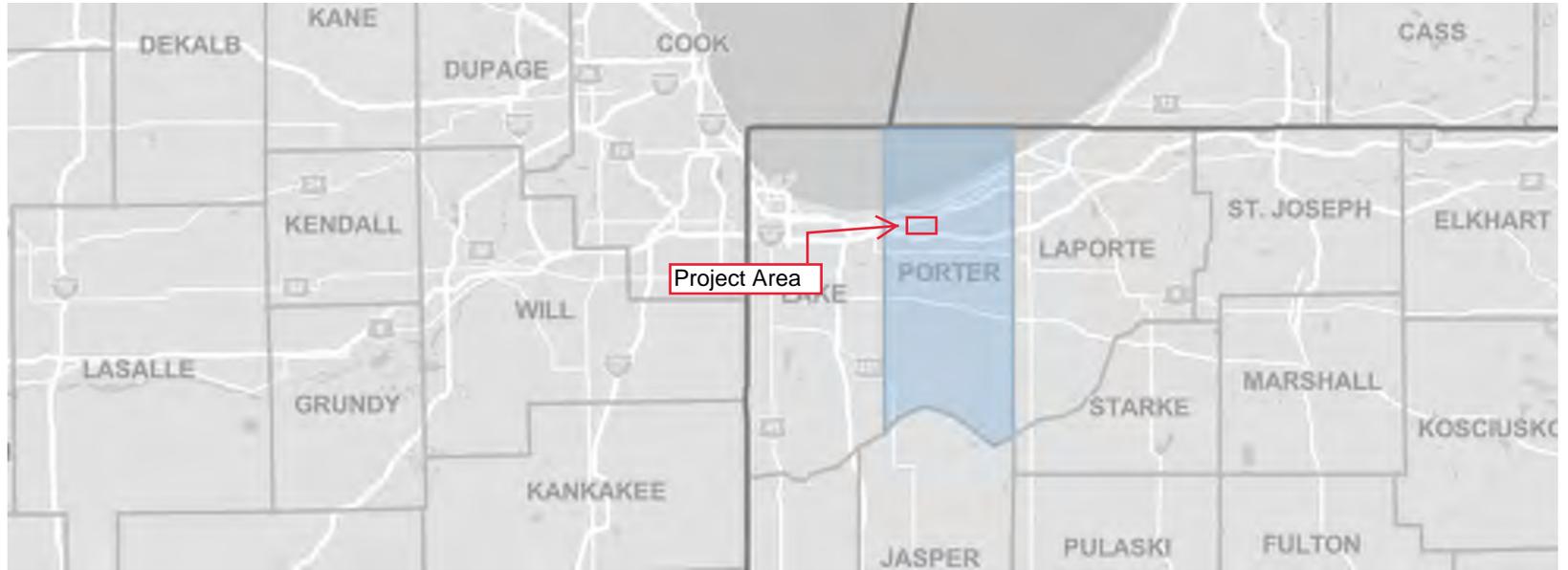


Year:

2018



- Select
- Clear Geos
- Identify
- Filters
- Download
- Print
- Share
- Table
- Chart
- Data Notes



LEGEND	YEAR: 2018
Selected Geographies	1

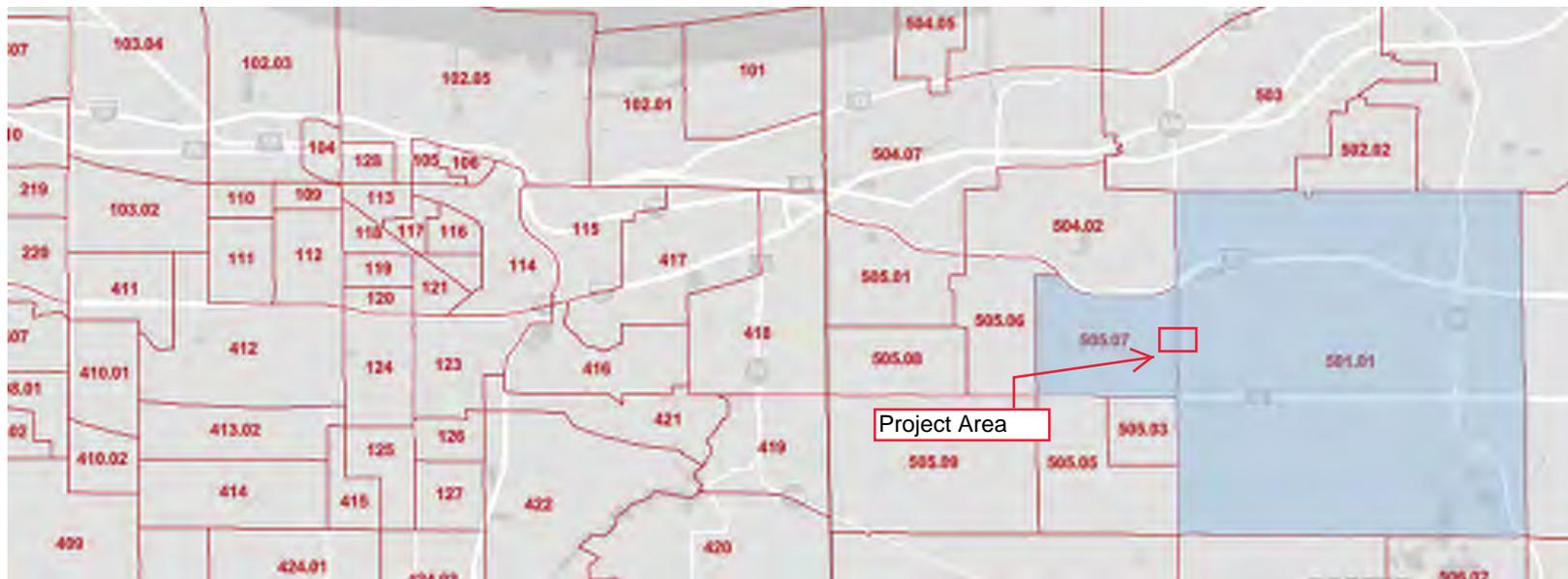
20 mi

Census Tract Selection Map

Geographies: Census Tract
Year: 2018

Affected Communities Map

- Select
- Clear Geos
- Identify
- Filters
- Download
- Print
- Share
- Table
- Chart
- Data Notes



LEGEND		YEAR: 2018
Selected Geographies		2

2 mi

HISPANIC OR LATINO ORIGIN BY RACE



Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

	Liberty township, Porter County, Indiana	Portage township, Porter County, Indiana	Census Tract 501.01, Porter County, Indiana	Census Tract 505.07, Porter County, Indiana
Label	Estimate	Estimate	Estimate	Estimate
▼ Total:	9,612	47,230	9,612	3,917
▼ Not Hispanic or Latino:	8,585	39,196	8,585	3,259
White alone	8,051	33,924	8,051	2,320
Black or African American alone	269	3,592	269	710
American Indian and Alaska Native alone	0	94	0	11
Asian alone	57	524	57	101
Native Hawaiian and Other Pacific Islander alone	0	5	0	0
Some other race alone	0	30	0	0
▼ Two or more races:	208	1,027	208	117
Two races including Some other race	0	20	0	0
Two races excluding Some other race, and three or n	208	1,007	208	117
▼ Hispanic or Latino:	1,027	8,034	1,027	658
White alone	747	6,253	747	479
Black or African American alone	23	385	23	0
American Indian and Alaska Native alone	0	2	0	0
Asian alone	14	0	14	0
Native Hawaiian and Other Pacific Islander alone	0	30	0	0
Some other race alone	106	1,105	106	97
▼ Two or more races:	137	259	137	82
Two races including Some other race	73	161	73	0
Two races excluding Some other race, and three or n	64	98	64	82

COC % Minority: $9,612+47,230=56,842$; $56,842-(8,051+33,924)=14,867$; $(14,867/56,842)*100=26.15\%$
 AC1 % Minority: $9,612-8,051=1,561$; $(1,561/9,612)*100=16.24\%$
 AC2 % Minority: $3,917-2,320=1,597$; $(1,597/3,917)*100=40.77\%$

Table Notes

HISPANIC OR LATINO ORIGIN BY RACE

Survey/Program: American Community Survey

Universe: Total population

Year: 2019

Estimates: 5-Year

Table ID: B03002

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

An "***" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.

An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An "(X)" means that the estimate is not applicable or not available.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE



Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

	Liberty township, Porter County, Indiana	Portage township, Porter County, Indiana	Census Tract 501.01, Porter County, Indiana	Census Tract 505.07, Porter County, Indiana
Label	Estimate	Estimate	Estimate	Estimate
▼ Total:	9,363	46,864	9,363	3,917
▼ Income in the past 12 months below poverty level:	992	7,376	992	576
> Male:	374	3,010	374	224
> Female:	618	4,366	618	352
▼ Income in the past 12 months at or above poverty level:	8,371	39,488	8,371	3,341
> Male:	4,378	19,605	4,378	1,554
> Female:	3,993	19,883	3,993	1,787

COC % Low Income: $9,363+46,864=56,227$; $992+7,376=8,368$; $(8,368/56,227)*100=14.88\%$
 AC1 % Low Income: $(992/9,363)*100=10.59\%$
 AC2% Low Income: $(576/3,917)*100=14.70\%$

Table Notes

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Survey/Program: American Community Survey

Universe: Population for whom poverty status is determined

Year: 2019

Estimates: 5-Year

Table ID: B17001

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

An "**" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.

An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "****" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An "(X)" means that the estimate is not applicable or not available.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

James Landry

From: Fair, Terri <TFair@indot.IN.gov>
Sent: Thursday, July 8, 2021 11:14 AM
To: James Landry
Subject: FW: Des. 1600701, SR 149 at Robbins Rd Intersection Improvement - EJ Analysis
Attachments: EJ Analysis CE_Des. 1600701_7-7-21.docx

Hi, yes those are the quick changes. The attached still shows the red change indicators.

From: James Landry <jlandry@troycgroup.com>
Sent: Wednesday, July 07, 2021 1:59 PM
To: Fair, Terri <TFair@indot.IN.gov>
Subject: RE: Des. 1600701, SR 149 at Robbins Rd Intersection Improvement - EJ Analysis

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Hi Terri,

So I've caught back up a little bit more after my vacation and swung back around to this. It looks like the comments were pretty easy, so I went ahead and accepted the changes. Looks like it was a quick change in the 2nd paragraph and a couple of minor changes to the numbers. If there's anything I missed, let me know.

Thanks!
James

From: Fair, Terri <TFair@indot.IN.gov>
Sent: Monday, June 28, 2021 5:07 PM
To: James Landry <jlandry@troycgroup.com>
Subject: RE: Des. 1600701, SR 149 at Robbins Rd Intersection Improvement - EJ Analysis

Hi James,

Please find a few comments on the attached. Also, do you have a map of the detour?

From: James Landry <jlandry@troycgroup.com>
Sent: Thursday, June 17, 2021 4:57 PM
To: Miller, Brandon <BraMiller1@indot.IN.gov>
Cc: Fair, Terri <TFair@indot.IN.gov>; Bales, Ronald <rbales@indot.IN.gov>
Subject: Des. 1600701, SR 149 at Robbins Rd Intersection Improvement - EJ Analysis

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Hi Brandon,

Hope all is going well. I have another set of materials for an EJ analysis ready for your review. This one is for Des. 1600701, an Intersection Improvement at SR 149 and Robbins Rd in Porter County. This one straddles a border between two townships again, so I took a similar approach to what we ended up going with for the previous EJ analysis I did (Des. 1700022). The conclusions are more or less the same as well. In this case, the COC ends up being the combined Liberty

and Portage Townships, with two census tracts making up the ACs. Interestingly, it looks like Liberty Township and Census Tract 501.01 seem to be the exact same set of data. Let me know if that's a problem and I should tweak the COCs or anything like that. With the combined townships it seems to be less of a problem, but I never mind switching things around if needed. Anyway, let me know if you guys have any comments on this.

Thanks,

James Landry | Manager – Environmental Services

jlandry@troyergroup.com | c [256.633.0283](tel:256.633.0283) | troyergroup.com



James Landry

From: Fair, Terri <TFair@indot.IN.gov>
Sent: Friday, July 9, 2021 12:16 PM
To: James Landry
Cc: Bales, Ronald
Subject: FW: Des. 1600701, SR 149 at Robbins Rd Intersection Improvement - EJ Analysis
Attachments: EJ Analysis CE_Des. 1600701_7-7-21.docx

INDOT-Environmental Services Division (ESD) has reviewed the project information along with the Environmental Justice (EJ) Analysis for the above referenced project. With the information provided, the project may require minimal right-of-way, require no relocations, and would not disrupt community cohesion or create a physical barrier. With the information provided, INDOT-ESD would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low incomes populations of EJ concern relative to non EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further EJ Analysis is required.



CERTIFICATE OF APPROVAL

Application #: FW-31444-0

This Certificate of Approval is a Permit for Construction under the authority of the Indiana Flood Control Act, IC 14-28-1 with 312 IAC 10 as administered by the Department of Natural Resources.

Approval Issued To: Indiana Department of Transportation, Crystal Rehder, 100 North Senate Avenue, Room 758-ES, Indianapolis, IN 46204

Approval Issued By:

Mail Date: 4/12/2022

Jordan Smithers, CFM, Division of Water

Permit Effective Date: 04/30/2022

Permit Expiration Date: 04/13/2027

Pursuant to IC 4-21.5-3-5(f), this Permit becomes Effective eighteen (18) days from the Mail Date to provide a stay period for a Petition for Administrative Review with the Indiana Natural Resources Commission, Division of Hearings. Initiating construction authorized in this Permit prior to the Permit Effective Date constitutes a violation. This Permit is only valid until the Permit Expiration Date. This Permit may be renewed one (1) time if a written request is received at the DNR, Division of Water, prior to the Permit Expiration Date.

PROJECT INFORMATION:

Waterbody: Salt Creek

County: Porter

Project Description Narrative: This project (INDOT Des. No. 1600701) will install a center turn lane on State Road 149 through the project area for traffic turning from SR 149 onto Robbins Road. Additionally, the vertical grade of SR 149 will be corrected to allow for greater sight distance for cars turning from Robbins Road onto SR 149. This will require regrading of the pavement and roadside corridor from approximately 900' south of the intersection to 920' north. A portion of this regrading will extend into the regulatory floodway of Salt Creek. In order to create stable sideslopes at an appropriate slope ratio, approximately 12.5 cubic yards will be excavated from the floodway of Salt Creek adjacent to the guardrail for the southern approach to the SR 149 bridge over Salt Creek. It will be replaced with 12.8 cubic yards of revetment riprap placed at a depth of 18". The impacted area will be a roughly 6.25' by 67.1' irregularly shaped area, with a total area of 0.006 acre. This excavation and riprap placement will require the clearing of 0.006 acre of trees from the regulatory floodway of Salt Creek. Disturbed areas below the base flood elevation will be reseeded with INDOT Floodplain Seed Mix. No work will take place on the SR 149 structure over Salt Creek. All guardrail work will be limited to the southern approach to the SR 149 Salt Creek structure, and will not impact the floodway.

Project Location: Approximately 175' upstream from the State Road 149 stream crossing along the west bank near Portage

PERMIT CONDITIONS:

This Certificate of Approval is valid only if the construction project is in compliance with all Conditions in this Permit.

DNR PROJECT SPECIFIC PERMIT CONDITIONS

- 1) Revegetate all bare and disturbed areas within the project area using a mixture of grasses (excluding all varieties of tall fescue), sedges, wildflowers, shrubs, and trees native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.
- 2) Minimize and contain within the project limits all tree and brush clearing.
- 3) Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
- 4) Do not use broken concrete as riprap.
- 5) All excavated material must be properly spread or completely removed from the project site such that erosion and off-site sedimentation of the material is prevented.
- 6) Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
- 7) Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
- 8) Do not excavate or place fill in any riparian wetland.
- 9) * Note: For regulatory purposes, the floodway is defined on the attached Floodway Map.
- 10) Except for the material used as backfill as shown on the plans submitted for the permit application, place all excavated material landward of the floodway*.
- 11) Do not leave felled trees, brush, or other debris in the floodway*.
- 12) All riprap placed for bank stabilization must conform to the bank.
- 13) Upon completion of the project, remove all construction debris from the floodway*.
- 14) All riprap placed for bank stabilization must conform to the bank.

DNR PROJECT GENERAL PERMIT CONDITIONS

- 1) Any modifications or additional construction beyond what was shown on plans received at the Division of Water shall require an additional review and approval from the Department of Natural Resources.
- 2) This Permit must be posted and maintained at the project site until the project is completed.
- 3) This Permit shall not be assigned or transferred without the prior written approval of the Department of Natural Resources.
- 4) If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (IC 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days.
- 5) This Permit may be revoked by the Department of Natural Resources for violation of any condition or applicable statute or rule.
- 6) The Department of Natural Resources shall have the right to enter upon the site of the permitted activity for the purpose of inspecting the work authorized under this Permit.

Certificate of Approval Attachments: Floodplain Map.pdf

RIGHT TO ADMINISTRATIVE REVIEW:

A party may appeal this Department of Natural Resources Action through the administrative review procedures found in the Administrative Orders and Procedures Act, IC 4-21.5, and the rules promulgated thereunder 312 IAC 3-1. If an appeal is filed, the final agency determination will be made by the Natural Resources Commission following a legal proceeding conducted before an Administrative Law Judge. The Department of Natural Resources will be represented by legal counsel at all stages of administrative review.

In order to obtain an administrative review, a written petition must be filed with the Division of Hearings within 18 days of the Mail Date of the Action. The petition must contain specific reasons for the appeal and indicate the portion or portions of the project to which the appeal pertains. The petition must be addressed to the Division of Hearings, Indiana Government Center North, Room N103, 100 North Senate Avenue, Indianapolis, Indiana 46204

SERVICE LIST:

Applicant(s):

Indiana Department of Transportation, Crystal Rehder, 100 North Senate Avenue, Room 758-ES, Indianapolis, IN 46204

Agent(s):

Troyer Group, James Landry, 3930 Edison Lakes Parkway, Mishawaka, IN 46545

Adjacent Landowners and Interested Parties:

Bob Thompson, 155 Indiana Avenue, Suite 311, Valparaiso, IN 46383
Little Calumet River Basin Development Commission, Dan Repay, 900 Ridge Road, Munster, IN 46321
Shaw and Liliana Scott, 279 West 875 North, Valparaiso, IN 46385
Catherine Johnson, 892 North State Road 149, Valparaiso, IN 46385
Gerald Kilch, 259 West 875 North, Valparaiso, IN 46385
Milton and Miriam Glovatsky, 302 West 875 North, Valparaiso, IN 46385

Courtesy Notification:

US Army Corps of Engineers, Chicago District, 231 South LaSalle Street, Suite 1500, Chicago, IL 60604
Porter County SWCD, 2602 Chicago Street, Suite 300, Valparaiso, IN 46383
Porter County Drainage Board, County Surveyor, 155 Indiana Avenue, Suite 303, Valparaiso, IN 46383
IDNR Law Enforcement District 10, 100 West Water Street, Michigan City, IN 46360

ADDITIONAL PERMITTING AGENCIES:

This is not a waiver of any local ordinance or other state or federal law and does not relieve the permittee of any liability for the effects which the project may have upon the safety of the life or property of others.

This does not relieve the permittee of the responsibility of obtaining permits, approvals, easements, etc. under other regulatory programs administered by, but not limited to, the U.S. Army Corps of Engineers, County Drainage Board, Indiana Department of Environmental Management and local, city, or county floodplain management, planning or zoning commissions.